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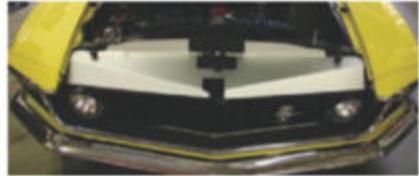
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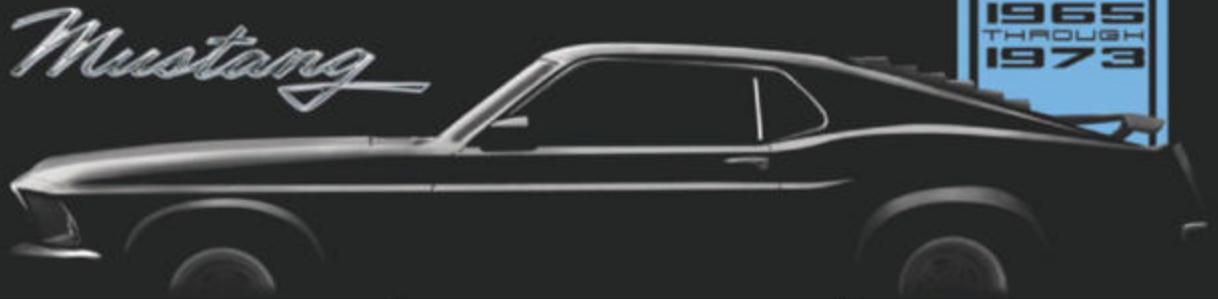
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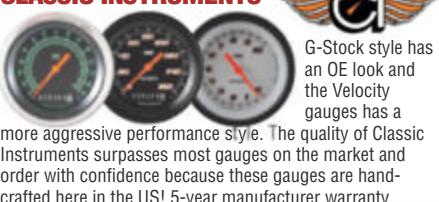
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Top 10 Mustang Funny Cars

These phony ponies and silly fillies are 10 reasons why Mustangs ruled '60s drag racing



ON THE COVER:

Leave it to the Ringbrothers to build yet another stellar Mustang, this time the '65 fastback called **Blizzard**. The car retains stock body lines but is completely non-stock under the sheetmetal. Thanks to **Robert McCaffin** for setting up his Canon to capture Blizzard at sunset, and between Wisconsin snowstorms. **Jim Smart** is responsible for the carburetor at the top and the blue G.T. 350H at the bottom of the cover, and **Dave Wallace Jr.** pulled the totally cool vintage Mustang Funny Cars out of the TEN archives.

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Mustang 360° Network On The Web
www.mustangmonthly.com
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Subscription rates for one year (12 monthly issues) U.S., APO, FPO, and U.S. Possessions \$29.97. Canadian orders add \$12.00 per year and international orders add \$24.00 per year (for surface mail postage). Payment in advance, U.S. funds only. For subscription assistance or address changes, email mustangmonthly@emailcustomerservice.com, call (800) 777-6491 or (386) 447-6385 (international), or write to: *Mustang Monthly*, P.O. Box 420235, Palm Coast, FL 32142-0235. Please include name, address, and phone number on any inquiries. Canada Post:

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W

ITH THIS ISSUE, I'VE BEEN THE EDITOR OF MUSTANG MONTHLY FOR SEVEN MONTHS NOW and I can't tell you how often I've had people ask, "So when are you going to get a project car?" I've been in the automotive publishing industry long enough to have had my fair share of project cars, from building them myself to helping others with their projects and everything in between. So I fully understand the pros and cons of taking on a new project. If you've never built a project car, especially if you've never done it for a magazine, let me tell you, it's not the constant puppies and rainbows that you think it is.

Every project starts out with the unbridled joy of imagining the finished car in your head, fantasizing about how fun it will be to design the parts combinations and paintjob, and looking forward to those days spent wrenching on the car in the driveway and playing hooky from the daily desk job. That's the fun part. But oftentimes, reality is the bad part. As the disassembly process begins, you inevitably find things you weren't expecting, like rust, ratty wiring, cracked framerails, and other junk that adds to the mental inventory of time, money, and effort that lies ahead. As you get farther into the project, these depressing realizations can quickly dampen or outright kill the enthusiasm for the car, which is why there are so many unfinished projects for sale. But

buying one of those unfinished projects doesn't make the process that much easier—you think you know what the car is about, but there's a reason the current owner finally threw up his hands and said, "No mas!"

Now, combine those potential frustrations with the task of documenting it all for a magazine with hard deadlines to meet.

Building a magazine project takes at least twice as long as it should, since you have to stop repeatedly, wash the grease off your hands, set up and take pictures of everything (and no, a snapshot from a cell phone is not good enough for print—usually), and then get back to work. Without a magazine deadline on your back you can build the car at your own pace, but when there's a deadline looming, you have to finish the car to meet that deadline, period. Otherwise, the magazine ships to the printer with blank pages and you're shown the door with a pink check in hand. Don't let the screen door hit you on the way out. There's also the occasional mandatory parts usage due to advertising concerns when you'd really rather use a different part, but thankfully that doesn't happen very often.

But it's all worth it once the car gets its final cut and buff, rumbles out of the garage and down the street, and you finally live out that initial fantasy of what could be. Sure, there are always new car bugs to work out but the car is essentially "done" and it's time to enjoy it. The joy of finishing the car erases all those bad memories of thrown wrenches, moments of near bankruptcy, parts that don't fit, and all the associated hassle that comes with building a car.

While I understand intimately all of the nightmares associated with a project car, the memory of the joy of finishing one helps me forget all the bad stuff and look forward to starting a new project.

So, assuming we take on a new project car here at *Mustang Monthly*, what do you want to see? My preference is a '67-'70 fastback/SportsRoof, but my paycheck makes that a ridiculous notion, so I'm limited to hardtops and convertibles, and even the latter is getting too expensive—besides, we just wrapped up Jerry Heasley's '68 convertible (*below*). I've already done a '65 hardtop 10 years ago, so been there/done that, and I'd like a new experience. I've never been a huge fan of the '71-'73 Mustangs, but they're growing on me lately, probably because you can get into one without breaking the bank and they're not as common at shows and in magazines. That generation of hardtop is not the best looking in my opinion, but maybe we could make one really cool. Thoughts?

Then there's my unnatural attraction for the Mustang II. The only restriction is that it would have to be a '74 or a '75, since California (where I live) makes it virtually impossible to do anything fun with a '76 and later car due to their draconian emissions laws. My slightly twisted fantasy would be a hatchback (we'll just call it a fastback) with an EcoBoost four-cylinder and a six-speed manual, but I don't think even a small minority of *Mustang Monthly* readers would care in the slightest. But then, I could be wrong. ■■■





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THE LAND OF OZ

Greetings from Down Under, Australia. I just bought my first copy of your magazine and enjoyed the format, but sadly, I won't be buying it on a regular basis due to the fact I am on an age pension and the price is somewhat inflated by the time it arrives here (\$11.95 AU). However, I congratulate you on the content, and was surprised to note that one of your readers, M.M. from Danville, California, criticized the wave between Mustang owners on the roads. We here in Oz delight in a "thumbs up" from fellow Mustang drivers, and enjoy similar signs from school kids and folks as we pass. One would expect a sign using a different finger from Chevy owners, but thankfully not! We exchange salutes between any classics here, even early Holdens and Falcon GTs. I wish your team and all readers happy motor-ing, and Praise the Ford!

Geoff Scard

Somewhere in Australia

KEEPIN' IT REAL

I have been in the hobby for decades and have noticed a huge increase of junk for sale at comical prices. Rusted-out Mustang shells that have had years of parts pickers stripping anything of any value off, and then they hit eBay and Craigslist pages with pricing higher than a number five condition! The sad thing is these people really think they have a \$7,000 to \$10,000 treasure, and I don't like what it is doing to the hobby. My kids like the vintage cars, but real number four or five condition starter car values are being inflated because of these scrap yard hulls. It's just sad to see the cars jumping out of reach for the next generation of vintage mustang fans. Keep up the good work, and we all need to do our part in keeping things realistic!

Scott Graves

DeSoto, MO

NOW WE'RE HUNGRY

Jim Smart's piece on Mustang historian Bob Fria was as juicy as a Texas T-bone steak. Without Bob's monumental efforts over the years documenting the birth of the Mustang, we'd all be clueless. And to gather such information had to require a relentless effort to dig for the details, which might explain why he looks so much like the TV detective, Colombo. Next time, could you photograph Bob wearing a trench coat while chewing on a cigar? And in response to the reader feedback from the Apr. '15 issue complaining about the move to not cover Mustangs later than 1978, I applaud the move—it's a much better magazine because of this.

The later models were diluting the enjoyment for a majority of the readers, including me. Double my subscription and bill me for a second issue each month.

Jim Kreuz

Lake Jackson, TX

Thanks for the letter Jim. If you like the story we did with Bob Fria, stay tuned because we have another good one coming up soon. And we'll try to get him to channel Peter Falk for a photo, but I can't promise anything!

NO MORE LATE MODELS

I am glad you went back to the vintage Mustangs. I didn't mind when you included the newer ones but I didn't read that part much. I am a purist and have been getting *Mustang Monthly* since it was in black and white. I have been a restorer over 30 years and the how-to articles, ads, new products, and reviews of products are always helpful to me. The articles of the production processes have always interested me since I worked for GM for over 30 years. I always like seeing the pictures of cars before, during, and after a restoration. The saving of a vintage auto is something to admire. We throw away too many things today.

Larry Florea

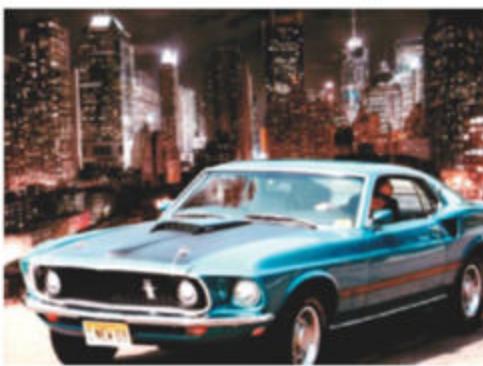
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A TOUCH-UP

I am the original owner of a '69 Mustang Mach 1. I found this can of touch-up paint that came with the car when I purchased it in 1969 and thought I would share it with other readers. The color of my car is Gulfstream Aqua.

Doug Hakes

Via email



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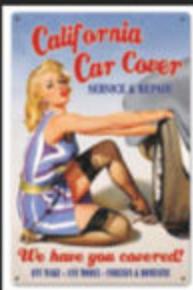
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» Dropping one of Ford's modular V-8 engines into a classic Mustang may seem daunting, but with today's aftermarket support it gets easier by the day as companies produce hardware to make the physical swap easier. Now, the folks at Holley have come to the rescue of those installing 4.6L/5.4L two- and four-valve modulars, as well as the new '11-'15 Coyote 5.0L, with plug-and-play EFI wiring harness kits for Holley EFI systems. The harnesses plug right into your factory inputs/outputs. There are

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J

HEY ONLY MADE 42 MUSTANG CONVERTIBLES WITH THE 429 COBRA JET IN 1971, yet this plumb sat un-plucked, parked on the side of a well-traveled road in Massachusetts near the town of Worcester for 29 years, covered, not running, and obviously out of service. For sure, people did stop and inquire about the car, but no one was successful until Chris Bartolomei. He must feel very special, or just plain lucky.

Chris told us, "I've driven by this guy every day on my way to work for the past 29 years and it always sat in the same spot. The guy bought the car brand new in Maryland, moved to Massachusetts in 1981, and the car sat on the side of his house, not 50 feet off the road. He never even registered it." Amazing.

Chris admits his cars of choice were Chevelles and he was never into Fords or Mustangs. That means he was not one of the legion of people who stopped to try to buy this extremely rare classic Mustang, which was a youthful 10 years old when first parked in 1981. But circumstances brought Chris to meet the original owner of one of the rarest of the rare in classic Mustangs.

"I do autobody work for a living. A friend of mine bought a '73 Mustang convertible that was crashed in the front. He asked if I could fix it. I said no problem." Chris, however, did have one not-so small issue with this fix. He was not familiar with the look of the front end of the '71-'73 Mustang and knew that a photo of an original car would help. He remembered the convertible sitting on the side of the road. "I knocked on this guy's door, told him what I was doing, and asked if I could take pictures of his car. He said, 'Yeah, no problem, go ahead.'"

Chris went back a few other times to take more pictures of the convertible, to the point where the owner told him he didn't even need to knock and let him know he was there. Finally, on one trip to snap pictures, Chris asked the man what he was doing with the convertible. The owner's answer was typical. He planned to "fix up the old Mustang some day." Chris said, "If you let it sit here much longer there'll be nothing left of it."

New England winters can be very harsh; 50 percent of the Pilgrims died their first winter in 1620 and cars parked outside suffer from the same extreme weather. But in his mid seventies, the gentleman remained resolute. Chris paraphrases the owner's sentiment, "Other people have tried

to buy the car. I don't need it, but I've got it in my heart to fix it."

October rolled around and winter was a mere six weeks away, and the 76-year-old owner was leaving for Florida. Chris said, "He stopped by where I work and said, 'You want that car?'" The two agreed on a price and Chris hauled the '71 convertible atop a flatbed to his shop. The Chevrolet man wasn't ready for the flood of sentiment he received from disgruntled '71 CJ convertible suitors. "It's a small town I live in and it got around that I had bought the car. People were calling me at work. A couple guys at the local Ford dealership said they 'had been trying to buy this car for years and years and years and he wouldn't budge.'"

Chris' first urge was to get the car running, inspected, and testdriven to see what he had. Would the 429 CJ start? The owner had been firing up the engine periodically, but not for the last two years. The gasoline was mush in the tank and fuel lines by now, so Chris hooked an electric fuel pump to a 5-gallon can of gas for a fuel supply. The 428 Cobra Jet fired up and ran, and best of all didn't smoke. Enthused, Chris used his bodywork skills to fix rust in the bottoms of the fenders and doors, replaced rotted floors, rebuilt the carburetor, rebuilt



■ The car sat on gravel for 29 years in this spot. Luckily, the rust was fairly easy to fix—floorboards and bottoms of fenders and doors. The framrails and unibody were solid.

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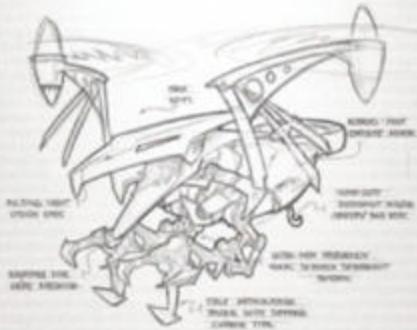
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RARE FINDS

{ 1971 MUSTANG 429 CJ RAM AIR CONVERTIBLE }

the fuel pump, installed a new water pump and gas tank, and sent the radiator to a shop to be re-cored. He also installed new carpet, but incredibly, the seats, door panels, and even the dash were original and in decent condition.

The Bright Red paint is "90 percent original with plenty of patina," according to Chris. Apparently, the original owner did touch up the paint from time to time with a spray can. Chris

repainted the flat black hood, but left the remainder of the original paint. "I'm from the 'it's only original once' school of thought, so this is the way it's staying."

With an engine tuneup, the 429 Cobra Jet runs great and Chris is enjoying his ride. The funny thing is, he didn't even realize how rare his Rare Find was until he bought the car and purchased a Marti Report. ■■■



■ This '71 Mustang convertible sat on the side of this house from 1981 until 2010.



■ The 429 Cobra Jet was complete, including the Ram Air system, as this CJ is a J-code with Ram Air. Ford built 32 with Ram Air and 10 without (C-code), or 42 units total. This 429 CJ-R is one of nine with a four-speed transmission—23 429 CJ-Rs came with automatic transmissions.

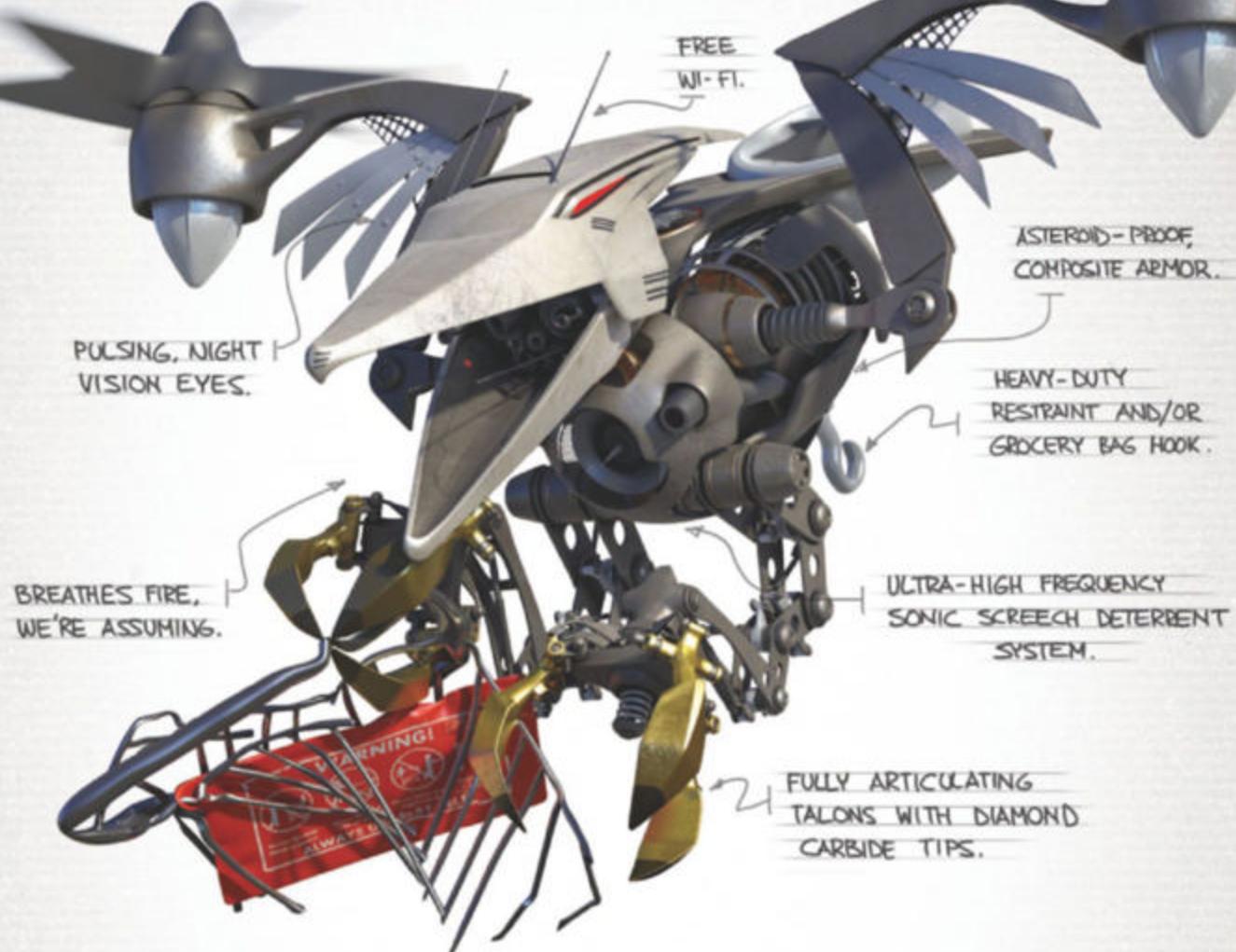


■ The interior was nice and complete. Chris didn't even have to reupholster the black vinyl bucket seats. Note the four-speed transmission with stock Hurst T-handle shifter.

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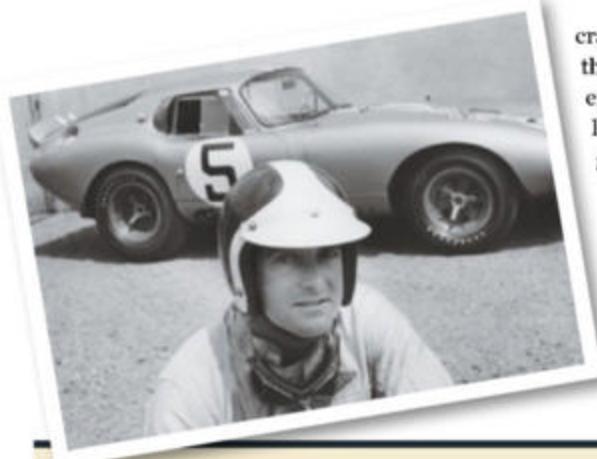


Carroll Shelby Spirit Award Presented to Bob Bondurant

Bob Bondurant, who was a key player in Shelby's 1965 FIA World Championship winning team, was recently awarded the inaugural "Carroll Shelby Spirit" award. Presented by Carol Anne Conway, Carroll Shelby's niece, during the 8th Annual Shelby Bash in Las Vegas. The award honors the achievements of people who personify Carroll Shelby's passion for performance. The 60-pound bronze statue of a stunning Shelby Cobra was designed by Rick Hadley. Carroll Shelby International plans to bestow the award annually.

"Presenting the award to Bob Bondurant in the home of Carroll Shelby was a special moment," Joe Conway, Co-CEO of Carroll Shelby International and CEO of Shelby American, said. "We know Carroll would have wholeheartedly approved of honoring Bondurant with this award, as the two of them are cut from the same cloth. Both were racers, teachers, mentors, and businessmen. We only wish Carroll were here to present it to his dear friend himself."

Bondurant joined Shelby American in 1963 as a team driver running a 289 Cobra, which promptly led to seat time in Shelby's new Daytona Coupe in 1964, where he was paired with the also-legendary Dan Gurney. Bondurant won the GT category and took Fourth overall at Le Mans that year. The next year he would score many valuable team points through 11 races, helping Shelby American to become the only American manufacturer to ever capture the GT class FIA World Championship—a feat that stands to this day.



After a mechanical failure of his Can-Am McLaren caused a serious crash later in his career, Bondurant, who faced the possibility of never walking again, opted to share his driving expertise in a new way. He opened his Bob Bondurant School of High Performance Driving in 1968, where he has instructed over 300,000 graduates in the art of racing for over four decades.

"Carroll Shelby was a renaissance man with interests in racing, aviation, auto manufacturing, philanthropy, and even the food industry," Neil Cummings, Co-CEO of Carroll Shelby International and CEO of Carroll Shelby Licensing, said. "He believed that innovation, ambition, hard work, and sacrifice would lead to success in every pursuit. The 'Carroll Shelby Spirit' award will go to those who share those traits and pour their hearts into their chosen purpose. Mr. Bondurant truly personifies that spirit."

MSD GROUP MERGES MALLORY BRANDS

MSD Group LLC has made the announcement that it will merge Mallory with its MSD brand, bringing together more than a century of innovation and expertise in ignitions, fuel systems, and supporting components. MSD will warranty, service, and repair all existing Mallory products and continue to offer Mallory distributor replacement parts, such as caps, rotors, points, and nearly 100 other components. As part of the merger, all fuel and ignition system products will be manufactured exclusively under the MSD brand. Going into the new fiscal year, the company will focus on its portfolio of nine brands: MSD, Racepak,

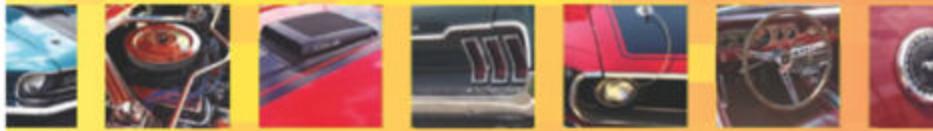
Superchips, Edge, ACCEL, Mr. Gasket, Hays, Lakewood, and QuickTime.

"We are incredibly grateful for our loyal, performance-focused customers, and proud of our dedicated employees who work tirelessly to help the MSD brand consistently reach new heights," said MSDP Group LLC CEO, Rick Ruebusch. "We plan to keep on developing new ideas and look forward to seeing how we can apply what we've

learned to the rest of the company as we continue to bring great products and experiences to our customers. MSDP is committed to continuing the 90-year legacy of Mallory and would like to thank Mallory customers for their continued loyalty during this transition."



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HOTCHKIS SPORT SUSPENSION ANNOUNCES NEW SPONSORS AND ADDITIONAL EVENTS TO NATIONWIDE AUTOCROSS SERIES

Launched at the 2014 SEMA show, the Hotchkis Sport Suspension's new autocross series inaugural season was announced with four events in conjunction with the Street Machine Nationals. The 2015 Hotchkis Autocross Series has now more than doubled in size with the addition of several more event locations/dates in partnership with the NMCA West drag racing series and other national-level events. In addition to the four Street Machine Nationals events in Pomona, California; Du Quoin, Illinois; St. Paul, Minnesota; and Springfield, Missouri, that were announced in November 2014, Hotchkis has signed on to put on autocrosses at six more events nationwide, including all four events of the NMCA West drag racing series in Fontana, California; the Chevrolet Performance Nationals in Atlanta, Georgia; and the Chrysler Nationals in Carlisle, Pennsylvania.

Hotchkis, known for its line of muscle car performance suspensions, recognized that the performance potential of modern muscle cars, as well as the outstanding support of aftermarket parts to make classic cars handle, has caused amateur motorsports events to enjoy a huge influx of participants in America. People are looking to get a taste for high-performance driving in a fun, affordable, and safe environment to learn and understand the limits of their vehicle's handling performance. This is one of the reasons why the Hotchkis crew has been so obsessed



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with putting on its own autocross event series that will offer instruction and education to new and experienced drivers alike, stressing consistency and speed. At each of these events, participants can expect a fun, yet technical course that is designed to test the limits of both their street machines and their driving skills.

"Muscle car owners will have a blast, meet new friends, and experience a serious adrenaline rush in a safe, controlled environment, and more importantly they will leave as better drivers," explained company CEO John Hotchkis, Jr.

In addition to the series expansion Hotchkis was thrilled to announce several top-level aftermarket automotive performance parts companies have come on board as event sponsors. These new sponsors include Nitto Tire as presenting sponsor for the NMCA West events, with MagnaFlow Performance Exhaust, Centerforce Clutches, and Meguiar's as official product sponsors. Red Line Synthetic Oil is also joining the series as an affiliate sponsor.

Hotchkis Autocross events are open to any vehicle that passes a simple safety inspection that checks for fluid leaks or loose parts that can become a hazard on the track. Safety equipment required to participate is an approved helmet, and a limited number of loaner helmets will be available at each event for drivers who don't have their own. For more information on the Hotchkis Sport Suspension Autocross series visit www.hotchkis.net.



PERFORMANCE ONLINE MOVES INTO EXPANDED FACILITY

In order to better serve its customers, both mail-order and walk-in, Performance Online (POL) has moved into a larger, more efficient warehouse and showroom/office facility in Corona, California. The new facility features a

{ THE WORLD OF MUSTANGS }

greatly expanded warehouse section to maintain larger inventory of its most popular selling products. Shipping has been streamlined in the new facility as well, allowing orders to be pulled, packed, and shipped more quickly to the customer. Customer service reps will be able to communicate with warehouse and shipping staff easier, allowing them to provide up to the minute information to their customers. POL's new facility is located at 1931 Sampson Ave., Corona, CA 92879. POL's toll free number at 800/638-1703, and website (www.performanceonline.com) will remain the same.

NEWSDESK

Looking for that touchup paint that actually matches your Mustang's factory color? Check out Automotive Touchup's website at www.automotivetouchup.com. Available in paint pens, small bottles, 12-ounce aerosol cans, and even ready-to-spray quarts and gallons, they have what you need to maintain your Mustang's finish. Supporting products, like sandpaper and other body repair products, are available along with detailed instructional demonstration videos. Optima's Ultimate Streetcar series welcomes Falken Tire as an official sponsor. The new sponsorship includes top billing at all road course portions of the event to reach the series' distinctive audience and inform them of Falken Tire's products, including the ever-popular Falken RT615K. Maradyne High Performance Fans has released its 2015 catalog, showcasing electric fan and heater products available for classics, muscle cars, and hot rods. Maradyne's universal electric cooling fans increase engine cooling and horsepower. Visit www.maradynehp.com, or call 800/403-7953 to get your catalog now. Shelby American welcomes Gary Schechner as vice president of marketing, while longtime employee Gary Patterson will now serve as vice president of international and strategic sales. Miller Electric Manufacturing Company is currently offering its Build with Blue program through December 31, 2015. The Build with Blue program offers rebates when you purchase a qualifying machine or combination of a machine and other products. Rebates can be up to \$500. See www.millerwelds.com/buildwithblue for full details of the rebate.



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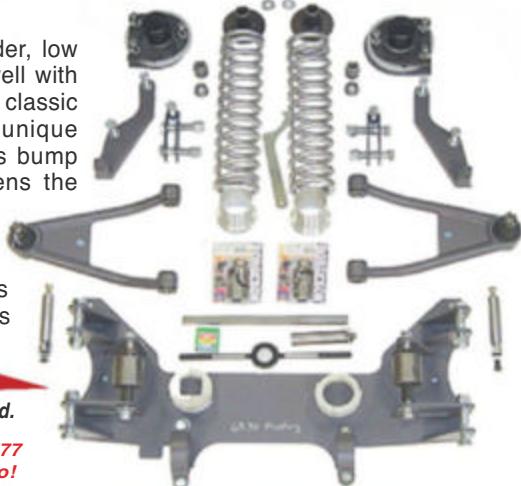
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HOW TO BUY A CLASSIC MUSTANG

Whether buying online or in person, know what to look for before putting your money down



WHAT IS IT ABOUT BUYING A MUSTANG THAT'S BOTH EXCITING AND NERVE-RACKING AT THE SAME TIME? The exciting part encompasses putting your hands on the ride of your dreams. Yet it is unsettling because you surely don't want to be stuck with someone else's problems. Not enough of us think through a potential buy before laying down the cash. Most buys are the result of impulse rather than in-depth thought and planning. We lie to ourselves when we want a Mustang badly. If it's a full-scale restoration project, we kid ourselves about available time and budget. If it's a fully restored or low-mileage original ride, we talk ourselves into something we cannot afford. The key to success when you're buying a classic Mustang is an educated decision.

The good car buying news today is affordability. There has never been a better time to buy a classic Mustang because prices

have stumbled with a bad economy, high unemployment, and millions of foreclosures—bad news for sellers, great news for buyers. You may actually be able to buy the car of your dreams right now. Before you go shopping, set spending limits and be honest with yourself. How much do you have to spend? This means purchase price as well as an expensive restoration. How much time and resources do you have to invest in a full-scale restoration? No matter what you may think, restorations are neither simple undertakings nor do they come cheap. They always cost more than you think they will and take three times as long as originally planned, even under the best of circumstances. Add extensive body damage and rust repair and you have the time and expense of sheetmetal repair and replacement.

Perhaps automotive restoration isn't your thing, making a fully restored Mustang a more viable option. There are plen-



ty of restored examples out there, especially in a rough economy. But beware; there are glistening examples that look terrific at first sight, yet are hiding serious issues you won't want to deal with once you've spent a lot of money. Watch out for the fast buck turnout sale—flipper cars in search of unsuspecting buyers with history that cannot be tracked. Adding insult to injury is the restoration you have to perform all over again because substandard body repair was performed beneath all that fresh paint and new upholstery.

Because classic Mustangs enjoy such a large following, every seller believes they have a rare collectible that everyone wants, but many are overpriced and under-restored. A coat of paint, fresh upholstery, and a valvejob does not constitute a restora-

tion. A restoration means restored to showroom-original condition. Don't let a paintjob, new interior, and rebuilt engine fool you. Also remember your safety, and the safety of others, is at stake here. Don't be so taken in by classic Mustang lust that you become blind to flaws that can cost plenty.

Does a Mustang you're considering have good bones? At first glance, is the body straight? You don't have to be an autobody expert to see wavy quarter-panels with dimples, highs and lows. Is the beltline in perfect alignment, meaning fenders, doors, and quarter-panels? Is the tail panel straight with just the right amount of convex? What about quarter-panel end-caps, decklid, and headlight doors? None of these cars had a perfect factory fit, but it should be within a window

Classic Mustangs remain the most popular buys on the market. However, an aging Baby Boomer population isn't as interested in restoration as it was 20-30 years ago. Sometimes, Boomers want something they can buy and drive right away without all the inspiration and perspiration of a restoration. However, if you live to restore, here's an original 1965 Prairie Bronze Mustang hardtop in Los Angeles eagerly awaiting a buyer. Although there's some minor body rust, it's a solid, original catch. But also think about what you want to do with the car—drive it, show it, or both? Restored or needing a restoration? What's your total budget, including purchase and restoration? How much time do you have to invest in a restoration? Do you have the resources—body shop, engine builder, transmission and rearend shops, upholstery shop, and parts sources? How much are you able to do yourself and save money?

This nicely restored '66 Mustang convertible for sale in Springtime Yellow looks great at first glance for \$18,000. However, what kind of restoration did it receive? A lot of them are little more than bump and grind jobs with a lot of hidden flaws. Resist the impulse buy without first doing your homework. Is the seller willing to allow a thorough inspection?

of proper fit. A body loaded with filler is easy to see if you're paying close attention. Look for missing body lines hidden by filler. Hint: Examine as many perfect specimens as you can before shopping. Take a seasoned Mustang buddy with you when it's time to shop.

Crawl underneath and examine a Mustang's bones. Accident damage not visible above the rocker panels can nearly always be detected underneath via wrinkled and banged up framerails, floorpans, and wheelhouses. Look for non-factory welding techniques, such as wire-feed, plug and fill, and brazing. Mustang assem-

bly plants did use some brazing at the windshield pillars along with wire-feed MIG welding, but look for seams where there should not be seams. Seek evidence of a front or rear clip, which is the front or back half of one Mustang welded to another. If there's a lot of heavy undercoating, look closer. Don't be afraid to ask a seller to allow you to have the car inspected by a professional. If they're resistant to inspection and road testing thank them for their time and walk away.

We've seen it all at Mustang Monthly. We've seen re-bodied Mustangs, altered vehicle identifica-



What to buy and what not to buy? Some Mustang generations pose challenging questions such as where to find parts or good low-mileage originals. The '74-'78 Mustang II is likely the toughest generation to find restoration parts for. Opt for a low-mileage original or a concours-restored example where the hard part has already been done for you.

tion numbers and warranty plate codes, fake GTs and Shelbys, deeply hidden accident damage and rust repair, bogus engines, front and rear clips, and more.

The problem with all of this is what it can do to unsuspecting buyers who wind up with bad buys they become stuck with. This is why you must be a detective when you're shopping for a classic Mustang. You must inspect casting numbers and date codes from bumper to bumper to ascertain authenticity. Sheetmetal stamping date codes should jibe with the vehicle's scheduled assembly date code, especially if the seller tells you the car is all original and never been in an accident. If the seller tells you the engine and driveline are original, you should be able to inspect casting numbers and date codes and come up with dates and identifica-



■ Unfinished Mustang projects always seem like a bargain but you have to be sure of what you're getting for your money. An unfinished project like this looks like a bargain and great fun, but there are a lot of hidden costs, including very expensive bodywork and any remaining rust repair.

tion codes that match.

Much depends on the kind of Mustang you would like to have. If authenticity isn't important, focus on vehicle condition. If authenticity is important, focus on the elements die-hard Mustang buffs know all about. Contact local Mustang experts who know their oats and can tell a fake

from the real thing. Never be afraid to contact local clubs and some of the better-known Mustang shops, such as Mustangs Etc. in Southern California and Mustang Restorations in the Chicago area. Both are a wealth of great knowledge and experience, with guys who can keep you out of trouble.



■ Lowball Mustang rides are out there, such as '69-'73 hardtops, which are not in high demand but cheap and long on possibilities, given imagination and budget.



■ Small rust problem? Don't bet on it. When doors are rusted through, it indicates moisture accumulation and corrosion issues you cannot always see on the surface. Be prepared to look underneath and pull up carpets. Check for cowl vent leakage and rusted out floorpans and torque boxes. Any irregularities in surfaces are cause for closer inspection. Bubbled paint is a strong clue of deeper rust issues.



■ If you have a concourse restoration in mind, powertrain originality is important. Look for matching casting numbers and date codes that jibe with the car's scheduled (warranty plate or certification sticker) and actual build date codes (buck tag or sheetmetal stamping date codes). Despite the car's overall poor condition, this is a factory original matching-number 289-2V V-8 with C4 Select-Shift transmission.



■ When we say "good bones" this is what we're talking about. At first glance, this is a straight Mustang body void of filler with good fit. Notice the fender to door to quarter-panel belt line in perfect alignment. This '65 Mustang enjoys good fit from bumper to bumper because it has good bones. Vintage Burgundy sheetmetal hangs nice and straight. This is the kind of "already restored" you want for your money. Ideally, you find a Mustang that has never been wrecked or has been restored to factory specifications by a professional.



■ Again that "good bones" stuff—a diamond in the rough at Mustangs Etc. in Southern California. This is an original paint Southern California car that has never been wrecked and is free of rust. Notice how straight the body is despite the decaying factory finish. If you're buying a Mustang to restore, this is the type of car you want—it eliminates the cost of sheetmetal replacement and massaging.



■ We spotted this '65 GT Hi-Po hardtop at Carlisle with an asking price of \$3,500. Though this looks like a winner at first glance, note all the mismatched sheetmetal. The first question to ask is why all the replacement sheetmetal? Replacement sheetmetal indicates a wreck, rust, or a theft recovery. Take a longer look underneath for rust and body damage. A bargain isn't a bargain if there's a lot of sheetmetal repair or replacement to be done.

THE LASTING STING OF A BAD BUY

Arnold Marks of Mustangs Etc. in Van Nuys, California, has seen many a bad investment in more than 35 years in the classic car business. One example is this '68 Mustang hardtop purchased by a Mustangs Etc. customer long distance from an online auction for \$8,000. When the customer took delivery, they became concerned over issues never mentioned by the seller, who gladly took the cash and ran. When Arnold examined the car thoroughly, he was

shocked at how bad it was for eight grand, and that's when he called Marks. This is one example of a paint, flip, and sell scenario where, had the buyer seen the car in person prior to purchase, they never would have bought the car.

We will add that this isn't even a good parts car because there's not one salvageable piece of sheetmetal, which makes for a mighty expensive project when you include its worn out engine



and driveline. We're going to take you through this very expensive flip and sell Mustang hardtop that was ultimately chopped up and

scrapped because it was not salvageable. The owner had to cut his losses and find something else. Here's what Arnold found.



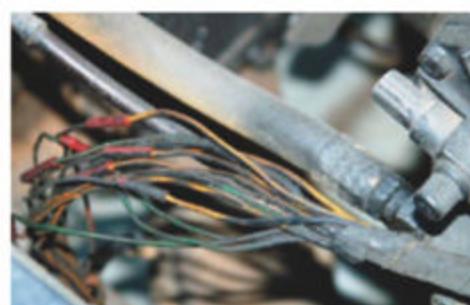
■ Arnold Marks walks us through an online auction car sting—this black metaflake '68 Mustang hardtop, which turned out to be nothing more than a very expensive scrap pile. Purchase price? An unsettling \$8,000, plus the cost of shipping it from Texas to California.



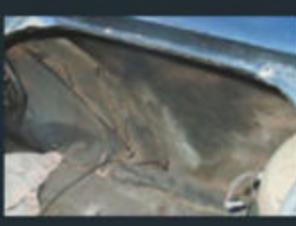
from seized upper control arms that must be replaced. Look at the heat-damaged wiring and hideous butt connectors.



■ How's this for mud? It's a damaged headlight door buried in filler that should have been replaced.



■ The car also has a damaged wiring harness that should have been replaced. Instead, the largest collection of butt connectors we've ever seen.



■ That looks like a solid quarter-panel, doesn't it? Beneath a budget metaflake black paintjob is a gallon or more of solid body filler slapped over a badly damaged quarter-panel. Trunk inspection reveals a crushed floor and wheelhouse also damaged in the accident.



■ Front suspension damage, a bent strut rod, indicates someone tagged a curb hard, possibly doing framerail damage in the process.



■ Check this out, a rear shock mount patch, which likely happened when the right rear quarter-panel, wheelhouse, and trunk floor were hit. The impact pulled the shock right out of its upper mount. Also note that it's an air shock, signs that the leaf springs are probably junk.



When Mustangs Etc. applies a grinding wheel to the quarter-panel, notice how deep the filler is—at least $\frac{1}{8}$ - to $\frac{3}{16}$ -inch deep in places across the entire quarter-panel.



When Marks puts the Mustang on a lift, what he finds is shocking for eight grand. The floorpan has been patched and the car is structurally unsound.



Mustangs Etc. technician Gil Roiz checks the 289's compression, which is as unsound as the body. Two cylinders yielded zero compression. We have a worn-out 289, though it was numbers matching. This isn't even a good parts car.

DOES IT ALL ADD UP?

Another important issue to consider and confirm during the buying process is consistency. The first area of consideration is matching numbers, meaning vehicle identification number, warranty plate codes, body buck tag (where equipped), and windshield tag (1968-up). Do the vehicle identification numbers match? And, do the sheetmetal stamping dates, engine manufacture, and casting date codes match the warranty plate/certification sticker date codes? All should fall within a 1-2 month window of one another. The scheduled build date code on the warranty plate or certification sticker is only a scheduled build date, not always a firm date.

If your prospect is a '67-'78 Mustang, a Marti Report from Marti Auto Works is mandatory, even if you don't buy the car. It is money well spent in what it can save you. A Marti Report consists of accurate information from the Ford Motor Company database, which tells you all about the Mustang you're thinking of buying. It shows exactly how the car was factory equipped, when it was assembled, and where it was delivered new. A Marti Report can save your bacon because forewarned is forearmed.



The warranty plate vehicle identification number and inner fender should match. If they don't, the door may have been replaced. Don't be surprised by mis-stamped warranty plates or inner fenders where the consecutive number is off by a couple of digits or engine codes don't match. Factory mistakes did happen.



This is the body buck tag, which should match both warranty plate/certification sticker and inner fender. The body buck tag also yields the actual date of vehicle assembly.



Seems nearly everyone wants a rare and collectible Mustang, but there are only so many to go around. When you're considering something like a Shelby or Boss, forget "money's no object" logic because even the most collectible Mustangs have their limits. A badly rusted out or accident-damaged Boss or Shelby is a costly beast to restore. And in restored condition, what is it worth? You can spend upwards of \$30,000-plus just in bodywork when a lot of sheetmetal replacement is involved.

BUYING A RESTOMOD

Buying a modified or restomod Mustang is a custom-made experience because each and every one is different. Although this may sound arrogant, be choosy about restomods because each is a matter of personal taste and not all of them are tastefully executed. Some are rather hodgepodge with incompatible parts and nuances. And

some suffer from poor paint prep with buckets of filler. Restomods require closer attention than the concours stockers because with modifications sometimes come a lot of mysteries.

As with a stocker, a restomod should be inspected by a qualified professional or someone with solid knowledge of classic cars. Sheetmetal integrity should be confirmed, meaning has any of it been replaced and is any

of it buried in body filler? Modifications like suspension, brakes, and traction devices should be compatible and work in harmony. Take a testdrive and evaluate how the car feels. Do the brakes begin to take hold at $\frac{1}{3}$ pedal travel and are they firm? What kind of ride are you getting and how does the car handle? Are there any rattles, and if so, where do they come from?

How do the engine and

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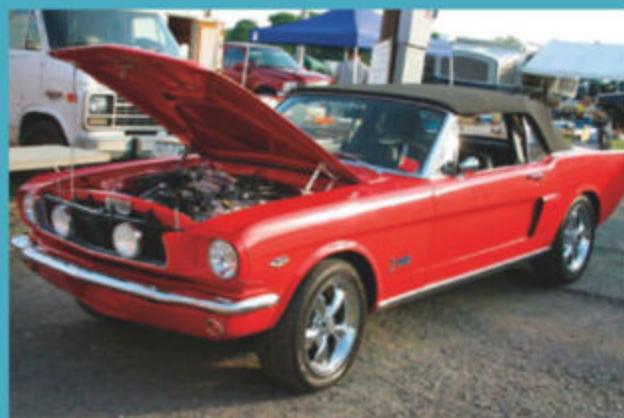
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driveline perform? How loud is the exhaust system? Excessive exhaust resonance at cruising speeds contributes to hearing loss and is just annoying. If noise is overwhelming, this means you will have to replace the exhaust system, which means you need to figure that into cost. Perhaps the aftermarket suspension is too stiff and rides like a brick. Figure that into cost as well. If there are too many negatives with a restomod you want to buy, it may be best to move on and consider another prospect. The thing is, if you're drawn to a potential buy with "gotta have it" emotions, you need to sideline emotion and number crunch. Can you afford to buy it and make big changes? ■■■



If your dream consists of a high-end restomod like this Ringbrothers showcase roadster, prospects like this are generally trustworthy because professional car builders like these gentlemen deliver incredible craftsmanship from stem to stern. Thoroughly inspect and road test before committing. Also keep in mind the kind of driving you intend to do. Some roadsters don't have a convertible top, which can bite you when it rains.



Here's another example of a high-end restomod with a 4.6L DOHC modular V-8 shoe-horned between the aprons. The cool thing about late-model technology in a classic is fuel economy and driveability. You can hop in these and go anywhere.

TODAY'S MUSTANG VALUES—PARTY LIKE IT'S 1999?

When did buying a classic Mustang become more like buying a home? This phenomenon came of the rebirth of the muscle car mania in the '80s and '90s, when rare and collectible classic Mustangs started fetching outrageous sums of money at auction and in the classifieds. If you're selling a collectible Boss or Shelby Mustang, the news remains good for your retirement portfolio because these high-performance rides are still hauling down good money—not always good news for the buyer. Boss and Shelby Mustangs are still commanding second mortgage-level prices in the \$100,000 to \$200,000 range unless they're in really poor condition, which is where economics comes into play. You may be able to find an affordable unrestored Boss or Shelby in need of a restoration for \$20,000, however, the brute costs associated with a restoration wind up shaking out the same or worse. What's more, not all have matching number engines and drivelines, which mean you may have to search far and wide for these items. You are often better off buying a restored example and being able to enjoy it immediately. If you are lusty for a restoration project, an unrestored car may instead be the buy for you.

Average run-of-the-mill classic Mustangs are a buyer's market based on what we've seen on eBay and in *Hemmings*. Classic Mustangs are as affordable as they've ever been because there are so many for sale in light of tough economic times and an aging seller population trying to downsize. Even

concours-restored and low-mileage unrestored classic Mustang sale prices are down. Modest six-cylinder hardtops don't have the value they once did because most buyers want V-8s. In the minds of a lot of buyers, six-cylinder and even 289/302 V-8 hardtops are restomod projects they'd like to get into cheap and build to their dream restomod.

Rare and collectible Mustangs outside of the Shelby and Boss realm, such as California Specials, Twister Specials, High Country Specials, and the like, witness a broad range of prices, depending upon condition. At press time, there is an unrestored, original paint survivor '68 California Special priced at \$25,000 looking for a buyer. There are also California Specials in average condition waiting to be snapped up in the \$12,000 range. What sellers are asking, and what the market will bear, are two different things.

There are a lot of unfinished Mustang projects for sale you can get into cheap because unfinished projects are a matter of necessity or boredom. In many cases the hard work, such as bodywork and paint, has already been done for you or is pending. Bread and butter inline-six and V-8 Mustang hardtops range in price from \$2,500 to \$8,000 depending upon the seller's expectations, condition, and content. There will always be those who perceive their Mustang is worth more than it actually is. At the end of the day, pricing boils down to supply and demand. Average classic Mustangs are out there in great numbers for eager buyers, meaning they are plentiful and cheap. And never let a seller fool you. Just because they're asking an outrageous amount of money doesn't mean the car is worth their asking price. Do your homework and keep aiming for your dreams.

HOW TO GET A MARTI REPORT

A Marti Report is a vehicle order information report from Ford Motor Company's database that reveals a Mustang's exact makeup when it was ordered, bucked, and assembled. If you're considering a Mustang buy, you will want the Standard Marti Report at \$18. You can get information that's never before been available in this form. Learn exactly how any '67-'73 Ford Motor Company product was equipped from the factory. Have you ever wanted to buy a Mustang, but couldn't be sure if it originally came equipped as the seller claimed? With a Marti Report on that potential buy you can be armed with the facts. The Standard Marti Report is money well spent when you want hard facts about a Mustang you're thinking of buying.

The Deluxe report for \$46, in addition to giving you the complete factory option list and door data plate info, includes a simulation of your door data plate. You also get a list of significant dates in your car's order and assembly process, including the day it was sold. You'll even learn how many cars were made like yours. They provide the statistical analysis for your car's model year and body style, sorted by exterior color, exterior/interior combination, engine/transmission, DSO, plus any one option.

The Deluxe Report is printed in full color, so it will look great framed, either hung on a wall or proudly displayed at your next car show. And, because Marti Auto Works is Ford-licensed, you can be assured Ford stands behind all the information Marti Auto Works provides. The Elite Report for \$220, in addition to giving you the complete factory option list and door data plate info, includes a reproduction of your door data plate as well. You also get a reproduction of the window sticker and personalized production statistics that show how unique your car is. All of this is mounted behind a Ford blue matte board and installed in a 16x20-inch black frame.

The Elite Report includes Production Statistics. You will learn how many cars were made like yours. Your Mustang is compared to similar models and then broken down how many had your engine, your transmission, your paint color, your interior, and then your options until Marti Auto Works determines how unique your car was. Most of the time you will discover no other car was made exactly like yours. The Elite Report is printed in full color and is already framed. It will look great either hung on a wall or proudly displayed at your next car show.

SOURCES

Mustangs Etc.
818/787-7634
www.mustangetc.com

Mustang Restorations Inc.
847/428-9889
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SAPPHIRE BLUE GEM

Lee Nevill's passion for first-generation Shelby Mustangs led him to this '66 Hertz Rent-A-Racer

Boise, Idaho, is a big-little city with a whole lot of small-town charm. Boise sports the spirit of the old west, yet is up to date in every way imaginable. Lee and Sara Nevill call Boise and the Treasure Valley home, and have all of their lives. In all that time, these baby boomers have had more than their share of Mustang memories, dating back to the '60s when those first Mustangs arrived in Boise area showrooms and neighborhood driveways.

It can be safely said Lee and Sara have been passionate about classic Mustangs since before they were ever known as classics. Their generous garage is filled to the brim with two '70 Boss 302s, a '71 429 Super Cobra Jet Mach 1, and this Sapphire Blue '66 Shelby GT. 350H. If you're a longtime Mustang Monthly reader, you're familiar with Lee and Sara's "His and Hers" Boss 302s in Grabber Blue and Medium Lime Metallic. Sara's Boss is a stocker and Lee's a tasteful restomod ready for



road racing. There are no lame ponies in the Nevills' garage. All have a stake in the performance business and all are long on fun.

"We first saw 6S1185 at our Mustang club's car show in 2004," Lee comments. "It was in the same class with Sara's Boss 302 that had just undergone a restoration." Lee adds he had wanted an early Shelby for ages but the tumblers just never fell into place. The blue and gold Hertz colors captured his imagination and he just had to have this one. "The owner

had the car for seven years and brought it from Texas to Idaho. He had the car's completely documented owner history, which he received when he bought the car." Lee tells us, "He wasn't ready to part with the car so he set a selling price way above market value at the time." Lee adds it was a battle of wits between him and the Hertz's owner for years. He would make a lower offer each time and the seller would come back with a higher number.

Lee chuckles when he relates this story because he would have been money ahead just giving the guy his 2004 asking price to begin with. But, hope springs eternal and hindsight is nearly always 20/20. Three years later in 2007, Lee

finally agreed to give the guy his higher asking price. It was hard writing that check, but it sure beat the unthinkable—losing the Hertz to another buyer.

"Once I had the Shelby home in my shop, I began doing some previous owner research," Lee tells Mustang Monthly, "All paths led to a gentleman in North Carolina, Bobby Disher, who owned my Shelby in the early '80s. When I finally found him, he was a wealth of valuable information with photographs, video tapes, magazines, and SOG and SAAC paraphernalia." For Lee, making contact with this man was pay dirt in its purist form. He had unearthed the Holy Grail, where he would learn all about this car's deep history. He learned the car's restoration was performed

using new old stock parts that have managed to survive 25 years.

Lee said that the car showed very well but it did not run all that great. "Our Shelby had been a trailer queen and had never really been shaken down through driving," he reflects. "When I got into the car, I found the strut rod bushings were dry-rotted and the frontend had never been aligned." Lee replaced all questionable frontend components, installed new Yokohama radials, and had the frontend aligned. Magnum 500s complete the look. Once Lee had the Hertz mechanically sound, he focused his attentions on cosmetic issues that had deteriorated since the '80s. The car needed new upholstery and carpet, which were installed by Boise Auto Upholstery.





■ Lee and Sara Nevill have enjoyed a lifetime together as Mustang enthusiasts. Their passion is their work and their play. Here, under cloudy Idaho skies, they wet down the pavement and install *Mustang Monthly* license plates for our photo shoot.

Because this is an automatic car, it was factory-fitted with the venerable Autolite 4100 carburetor with manual choke. The late Jon Enyeart of Pony Carburetors practiced his expertise on Lee's 4100 and the result was flawlessness. With all of these issues behind him, Lee buffed out the Sapphire Blue finish and took the Shelby to Park City, Utah, for the 2008 MCA National Show. He and Sara took home an MCA Gold.

Lee's fundamental struggle with his Hertz Shelby is never being satisfied with the way it is.

He feels like the car still needs a lot of detail work, including the correct fuel pump, properly date-coded components, and the like. "Our Shelby is one of just 57 made in Sapphire Blue," Lee comments. "It still has its original powertrain and MICO two-stage power brake booster."

Lee and Sara's Shelby has come a long way in one half century. It was originally delivered to Hertz in Miami, Florida, and was a run-hard rental car until it was sold in Georgia in 1967. In time, it moved onto South Carolina and then



■ Shelby American knew how to add salsa to a Hi-Po Mustang fastback with a hood scoop and pins, Le Mans stripes, and a dash of pony and tri-bar to get the message across. The '66 GT 350 was a Mustang on steroids.

North Carolina to Bobby Disher who performed a concourse restoration. In 1997, Bobby sold the car to a Texas buyer who later sold it to an eager Idaho enthusiast who held out until 2007 when the title was signed over to Lee and Sara.

When Lee spins the Autolite starter and the 289 High-Performance Cobra V-8 pulses to life with the chatter of 16 rocker arms and solid tappets, the raw goosebump emotion is amazing. This really is a driver's car. When you strap the dinky Mustang bucket seat to your backside, you

become a driver again, because nothing Detroit builds today yields the same experience. The '66 Shelby G.T. 350H was a road car that kept you intimate with the pavement. In factory trim with Goodyear bias-ply tires, you'd better know a thing or two about real driving or you'd wind up in the weeds. Radial tires make the Hertz Shelby more civilized; more tolerant of driver error.

Oh sure, this one has a C4 Dual-Range Cruise-O-Matic and a 9-inch with 3.50 gears in a limited-slip differential. Nothing like the Top Loader four-speed where you can rip through the gears and be amazed at the sound and feel. However, pin the shifter in First and mash the accelerator and the Hi-Po loves to rev and bark rubber as it spins through six grand before an



■ Meet Ford's 289 High-Performance V-8 yielding 271 hp at 6,000 rpm. What makes the Shelby Hi-Po different is its dual-plane Cobra high-rise, Le Mans bowl 715-cfm Holley, a hotter cam, and Tri-Y long-tube headers to achieve 306 hp and 329 lb-ft of torque. Because Lee and Sara's GT 350 was factory fitted with a C4 Cruise-O-Matic instead of the standard four-speed, it is also equipped with an Autolite 4100 carburetor, which places horsepower and torque somewhere between the box stock Hi-Po and Shelby's hopped up Cobra Hi-Po.

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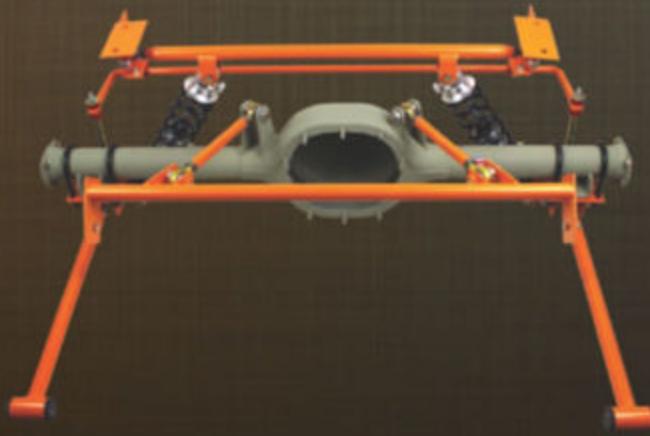
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When we asked Lee what his greatest challenges were with his Shelby, he told us filling in the remaining authenticity gaps. There are parts he still needs to get the car spot on. Components were carelessly replaced long ago before anyone understood the importance of authenticity, and he is very committed to finding those few remaining items.

Lee's favorite aspects of Shelby ownership are car shows and cruising spots where people strike up conversations with him about the car. People love the car's blue and gold color combination. Most understand Shelby did just 1,001 of these cars for Hertz. And most know the many and varied horror stories that went with these cars. Engines were borrowed for racing use in other

Mustangs. Rollbars were welded into these cars for weekend racing and then removed. And on and on the folklore goes.

The good news for this Sapphire Blue G.T. 350 H is that it missed the abuses and wound up in the hands of a thoughtful restorer who kept the car Shelby-

pure and in pristine condition, which didn't happen with a lot of them. Lee doesn't consider himself a Shelby owner, but more a steward to the car's legacy. This keeps us confident the car will always remain a great tribute to Carroll Shelby and the great things he did in his lifetime. ■



■ Lee and Sara's G.T. 350 is fitted with a MICO off-road boosted master cylinder designed specifically for high-performance driving.



■ In true Shelby style, the Nevills' G.T. 350 is fitted with authentic period-correct Koni high-performance shocks. Lee's goal is to fill in all of the gaps with true-to-mark original date correct components as he can find them.



1966 SHELBY G.T. 350H FACTS

The Shelby American Automobile Club (SAAC) tells Mustang Monthly there were five '66 Shelby G.T. 350 colors—Wimbledon White, Candyapple Red, Sapphire Blue, Dark Ivy Green Metallic, and Raven Black. White G.T. 350s had blue stripes. The rest had white stripes. The exception to this rule is the Hertz cars, which had gold stripes. And yes, some of the early Hertz cars were Wimbledon White, which had blue stripes. Le Mans stripes were factory applied in some instances for promotional purposes. The rest were performed by dealers.

PRODUCTION FIGURES

| | |
|--------------------------------|-------|
| G.T. 350 Production Fastbacks: | 1,368 |
| Paxton Supercharged Prototype: | 1 |
| G.T. 350H Prototypes: | 2 |
| G.T. 350H Production Units: | 999 |
| G.T. 350 Drag Cars: | 4 |
| G.T. 350 Convertibles: | 4 |
| TOTAL: | 2,378 |

PERFORMANCE NUMBERS

| | |
|------------------------|----------------|
| (With C4 Transmission) | |
| 0-to-30 mph: | 2.8 seconds |
| 0-to-60 mph: | 7.3 seconds |
| 0-to-80 mph: | 11.2 seconds |
| 0-to-100 mph: | 19.0 seconds |
| Quarter-Mile: | 15.6 at 94 mph |

Information Courtesy of Shelby American Automobile Club World Registry

■ When Lee took delivery of this G.T. 350, he was committed to getting mechanicals up to speed, including front suspension and a complete set of Yokohama black sidewall radial tires to enhance driving pleasure and safety. He also filled the trunk space with a Magnum 500 wrapped in Yokohama rubber.



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With 700-plus horsepower coming from a NASCAR-based 427 Windsor, Ringbrothers' Blizzard '65 promises heavy snow



While brothers Jim and Mike Ring have placed their signature style on numerous models of cars over the years, including several Camaros, a Chevelle, a Pantera, and a radical '64 Fairlane dubbed Afterburner. It often seems their spiritual home has been the '65-'70 Mustang fastbacks, since a lot of them have come out of their Spring Grove, Wisconsin, shop. Bail Out, Dragon, Producer, and Reactor are all examples of this, and you can add to the mix

this latest car, a '65 fastback named Blizzard. And as with all the others, it's a 100 percent custom build that dazzles all the way down to the carbon-fiber-accented trunk latch striker.

Owned by Dominick and Becky Farbo of Buffalo, New York, Blizzard is, as usual for a Ringbrothers car, jam-packed with innovation and one-of-kind touches that you simply won't see anywhere else. They include a first for even a Ringbrothers project. Mike told us, "This is the first car we've built with carbon-fiber doors. We now offer these '65-'66 doors



■ While Blizzard is the latest in a line of several Ringbrothers '65-'70 fastbacks, a '65 convertible was actually Jim and Mike's first blank canvas of choice (it graced our Feb. '05 cover). More than 10 years later, Blizzard extends the lineage of vintage Mustangs getting the 21st century Ringbrothers touch. Although the Blizzard White is a worthy rename of the color, Mike divulged its more pedestrian roots, noting it's the same as used on a Volkswagen Touareg.



made of carbon fiber for those who would like to have them on their own builds. We made them a while back and were sort of sitting on them. They're now on a car for the first time. In fact, numerous other pieces on the car are carbon fiber, including the hood, roof, trunklid, rear bumper, rear end caps, and side scoops. The G.T. 350 R-model-style front fascia is made of aluminum."

Asked about how the fit, finish, and detail of Blizzard were achieved, Mike's answer was actually pretty straightforward. "What really helps Jim and I is that we've maintained the collision-repair part of our business. The OE (original equipment) manufac-

ters build pretty great cars today. We are big fans of the OE manufacturers and how they build things and appreciate their fit and finish. Jim and I study them, and their detail helps us with our detail."

Surprisingly, Mike commented that Blizzard uses a number of stock panels and modified those as the foundation. "We're really about keeping a lot of what Ford did on the '65-'66 design, but we updated it and made it a little bit, well, more modern. We did, however, eliminate all the pinch welds throughout the body."

Moving inside there's an invisible rollbar seamlessly integrated into the futuristic (nothing like 1965 any-

way) cabin. Furthermore, we were told a Ringbrothers car hasn't had carpeting for the past five years or so. What is it then on the floor inside? Pretty simple stuff, actually. "It's a fabric from

a GM seat material. I think it's from a Chevy Trailblazer," Mike muses.

Other details abound on Blizzard to be sure—easily enough for a 100-page book. But a directly visible



■ DSE's rear coilover four-link design uses high-durometer rubber bushings, an antiroll bar, and an adjustable Panhard rod. The 9-inch rearend has 31-spline axles, a TruTrac centersection, and 4.11 gears.



■ Blizzard is equipped with a complete Detroit Speed Engineering suspension. Up front that includes a unique cast-aluminum cradle, tubular upper and lower control arms, rack-and-pinion steering, aluminum coilovers, and an antiroll bar.

■ (Below) Recaro seats are the bones for an interior with a classic Ringbrothers vibe. Upholstery Unlimited did the sewing and other pieces of note are Classic Instruments gauges, a MOMO steering wheel, an ididit tilt steering column, and Alpine sound equipment. The floors are covered with seat material similar to what's found in various GM cars.





cue is the fuel tank treatment—or lack thereof. It's an Aeromotive fuel cell but with a twist. "We always seem to raise the tanks on a Mustang to give us more room for the exhaust," Mike said. "The tank took up a lot of space, especially on this car because the exhaust is coming out of the quarters. And we also think that when the tank hangs down, it kind of looks like a diaper. As on Blizzard, we usually build a little bellypan for the back to clean up the look."

We certainly enjoyed discussing general ideas and concepts with Mike as they relate to a car like Blizzard, and another thought we were surprised to learn was his logic behind a popular and maybe even common practice: pow-

dercoating. "We do a lot of powdercoating on our cars. There is some cost savings," Mike told us, "but I don't know if we would do it any differently even if it wasn't a cost savings." With a Ringbrothers car, one doesn't often think of saving money as a mitigating factor. But if Mike Ring thinks enough of it to mention, then it's certainly worth considering in terms of any project.

That includes a full custom car such as Blizzard, or any vintage Mustang project in one's garage. Cheap or expensive, simple or complicated, cars such as Blizzard serve an important purpose. And that is to provide inspiration for one to create a dream Mustang exactly how they want it to be. ■

The 427 Windsor uses a Dart block with a 4.125-inch bore, a 4-inch stroke Eagle crank, Callies rods, and JE pistons that produce a 10.8:1 compression. Topped with Cleveland-style heads and built by Wegner Motorsports, other pieces include a COMP hydraulic roller cam, an MSD distributor, Edelbrock intake, and a 750-cfm Holley aluminum Ultra HP carb. The custom air cleaner/induction setup along with headers and exhaust were custom-built by Ringbrothers. Flowmaster Super 40 mufflers along with a BeCool radiator and electric fans make up added bits of exhaust and cooling componentry. On Wegner's dyno, it all adds up to 707 hp at 6,400 rpm—exactly the same as a new Dodge Hellcat, but without a supercharger.



Baer brakes with six-piston calipers and 14-inch rotors up front (and 13s in the back) are hiding inside HRE 560R wheels, 18x9.5s up front and 19x12s out back, with Nitto Invo tires (P265/35ZR18s and P325/30ZR19s, respectively). ■

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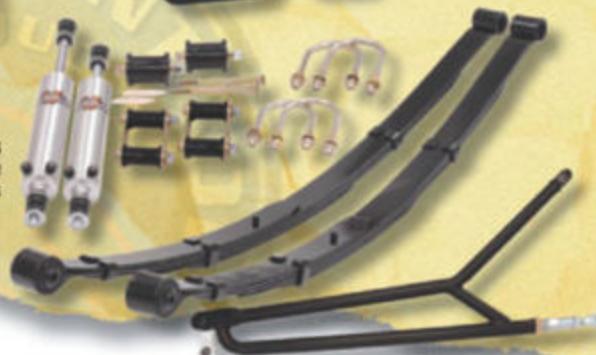
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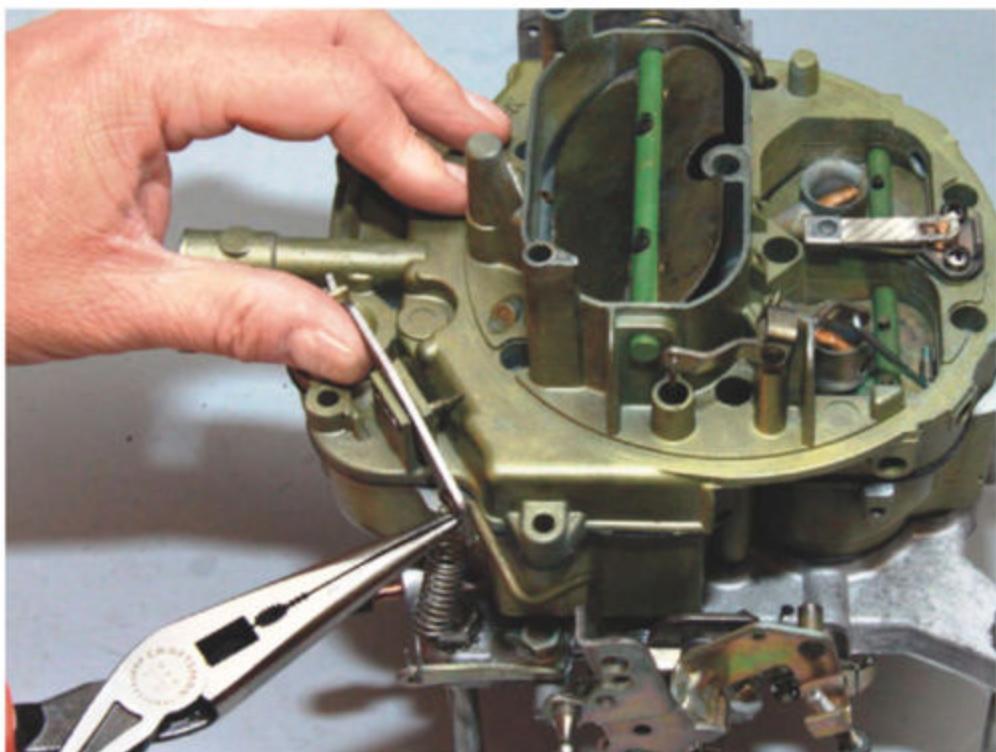
Understanding the 4300

IDENTIFIED AS ONE OF FORD'S MOST BEFUDDLING CARBURETORS,
THE AUTOLITE/MOTORCRAFT 4300 CAN BE TUNED TO PERFORM

MOST OF US AGREE THE 4300/4350 CARBURETOR CAN BE A REAL TOILET BOWL, especially when you consider how terrific its predecessor, the Autolite 4100 "shoebox," was and still is. The 4100 possessed the demeanor of a Holley with an easy to tune and maintain attitude. The 4300 that followed has been anything but easy to maintain and tune.

To understand how the 4300 came about, you must first understand the tightening of federal emission standards in the late '60s.

The Autolite 4300 carburetor was introduced for 1967 as an immediate replacement for the 4100. Nearly all Ford V-8s except the 289 High Performance, 428 Police Interceptor, 390 GT, and the Shelby Mustangs got the 4300. In its first couple of years of production the 4300 had more than its share of teething problems. In 1967, there was one size available—441 cfm. For those with the 289-4V engine, 441 cfm was right sized for the application. However, if you had a big-block, it was stifled to a point of suffocation.



01 The Autolite/Motorcraft 4300 four-barrel carburetor arrived in the 1967 model year as a 441-cfm atomizer. The 4300 was developed primarily for cleaner emissions and to some degree of fuel economy, but it did neither. Ted Grainger of Ted's Carburetor in Lancaster, California, is going to show you how to get this troublesome carburetor to perform.



Ford got the message about its new emissions-inspired 4300 carburetor from dealer service departments and frustrated car buyers. In 1968, Ford grew the 4300 to 600 cfm, placing it on not only the 302 and 390, but also the new for 1968 385-series 429ci and 460ci V-8s. Because the 4300 was such a temperamental atomizer, Ford had its hands full with running changes and refinements.

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For 1969, the 441-cfm 4300 was available on the new 351W-4V engine. Big-blocks got the 600-cfm box. By 1970, Ford understood there was little value in the 441-cfm 4300 and dropped it from the lineup. The 600-cfm 4300 worked very well on the 351C-4V, as well as big-block derivatives. Because the 4300 required continuing refinement, there were many variations produced. In 1974, the 4300 was replaced with the 4350.

If you study a good cross section of 4300 carburetors from 1967-'73, you will find there are significant engineering changes every year. In 1967 only, the 4300 had a large idle air adjustment screw at the back of the main carburetor body, which was gone by 1968. By 1973, it had become a vacuum port.



02 Butterfly secondary air valves open when mechanical secondaries are wide open and there's adequate intake manifold vacuum to open them, which is on par with the Quadrajet. The purpose of air valves is to reduce emissions and smooth the transition from primaries to secondaries when you mash the throttle.

The 4300D

Easily the rarest 4300 is the 4300D, 715 cfm, conceived for the 351C-4V Cobra Jet and the Boss 351. What made the 4300D different was its spread-bore design with huge "big gulp" secondary bores like GM's Quadrajet. Because the 4300D was very problematic, performance buffs ditched them for the Holley spread bore. For those who wanted conventional Holley flanges, 4300D spread bore intake manifolds had to be swapped out for the square-flange Holley style. In fact, Ford went with the Rochester Quadrajet on its own 429ci big-block engines because the

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4300D would not pass emissions and was so troublesome. Aside from the obvious, what makes the 4300D different than the 4300 is the absence of a hot idle compensator and decidedly different secondary air valves. When you compare the 4300D to the 4300, it really is a different carburetor and must be addressed as a different animal.



03 This is the 715-cfm 4300D spread bore carburetor for the Boss 351, 351C-4V High Output, and the 351C-4V Cobra Jet. This is the 4300D on a '73 351C-4V Cobra Jet. The 4300D is very hard to find because they didn't build many to begin with and a lot of them were thrown away. This 351C is also fitted with EGR (exhaust gas recirculation) and electric choke.



04 Most carburetor identification tags have been carelessly lost to mass-production rebuilds and careless technicians through the decades, which makes identification more challenging. This tag indicates a D2ZF-BB, which is a 4300D for a '72 351C-4V Cobra Jet engine. If you want to know primary throttle bore sizing, check the underside of the main carburetor body. Throttle bore size will be cast into the body.

How the 4300 Works

The Autolite 4300/4300D carburetor functions like the Quadrajet. It is nothing like the traditional 2100/4100. The 4300 has a single float bowl, which feeds both the primary and secondary fuel circuits. According to the late Jon Enyeart, a

great fuel system expert and friend who founded Pony Carburetors, the 4300 was engineered for reduced hydrocarbon emissions and improvement in fuel economy. Enyeart had his own approach to improving the 4300, yet very little is known today what his approach was. We do know the 4300 was also modeled after the Rochester Quadrajet carburetor with sizable secondaries and small primaries. Secondary operation is similar to the Quadrajet with mechanical function and vacuum-operated air valves, which make the transition from primary to secondary crisp and smooth when properly tuned. When secondaries are fully opened, overwhelming manifold vacuum opens the air valves.

How far the secondary air valves open depends on how deep into the throttle your foot is. Air valves reduce hesitation by allowing fuel to be drawn into the secondaries before wide-open throttle. They prevent a transitional lean condition where the engine falls on its face when you're going for the gusto. The trick to getting a smooth transition is getting air valve adjustment right to where they don't open too quickly.

It can be considered ironic Ford never completely cured the 4300's woes. Like the Rochester Quadrajet (also known as the "Quadrabog"), the 4300 and 4300D suffered from hesitation and stumble because Ford just never could correct the transition from idle to wide-open throttle. There were flat spots, surging, and stumble that drove people crazy. What's more, hot start issues due to improper float calibration kept hoods open.

Hot starting problems are rooted in what happens to fuel as it sits in a hot fuel bowl. Heat causes fuel to expand in the bowl to where it dribbles into the throttle bores and floods the intake manifold plenum. In theory, you can lower the float level and cure this problem, then, adding insult to injury with lean conditions. Lowering the float level only makes the lean out problem worse. This hot start condition and lean-out problem only gets worse with the 4300D carburetor.

Rebuilding and Tuning The 4300

The 4300 isn't a difficult carburetor to understand and rebuild. The best advice we can offer is to follow the path of Ted's Carburetor Shop in Lancaster, California, and take good, well-focused pictures as your 4300 comes apart. Ideally, you will have a Ford shop manual to help you along. Ted Grainger of Ted's Carburetor suggests taking your time and paying close attention to what you are doing. Ted adds the great challenge for 4300 tuners is to get jetting and float level to a happy compromise where you have enough fuel to avoid hesitation and stumble, yet can avoid hot weather percolation and hard starting. Ted adds factory float level specifications rarely work as suggested. You have to keep removing the air horn and adjusting float levels until you get what you want.



05 Carburetor kits are available from a number of aftermarket sources, including Ted's Carburetor for your 4300 project. The best kit in our opinion is the Federal Mogul Zip Kit if you can find one. You will find carburetor kits are not what they used to be. Items like power valves, vacuum pistons, floats, springs, and the like have to be special ordered.



06 Carburetor assembly begins with the air horn and the primary float needle valve fitting and gasket, which tightens with a $\frac{1}{16}$ -inch open end wrench.



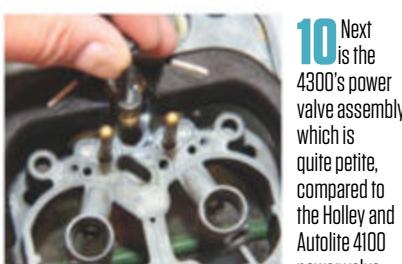
07 This is the secondary float needle valve assembly, which goes in with a common screwdriver. We're convinced there's a special tool for this purpose. If you do a lot of 4300/4350 carburetors, you can make a special installation tool using a common cross slot #3 screwdriver.



08 The primary float needle valve drops in like this. It is not attached to the float assembly.



09 Float assembly is installed as shown and pivots on this brass pin. We were surprised to discover there was no retaining clip with this float pivot pin.



10 Next is the 4300's power valve assembly, which is quite petite, compared to the Holley and Autolite 4100 power valve.

There's a vacuum piston installed in the air horn (not pictured), which moves the power valve based on engine load and throttle position.



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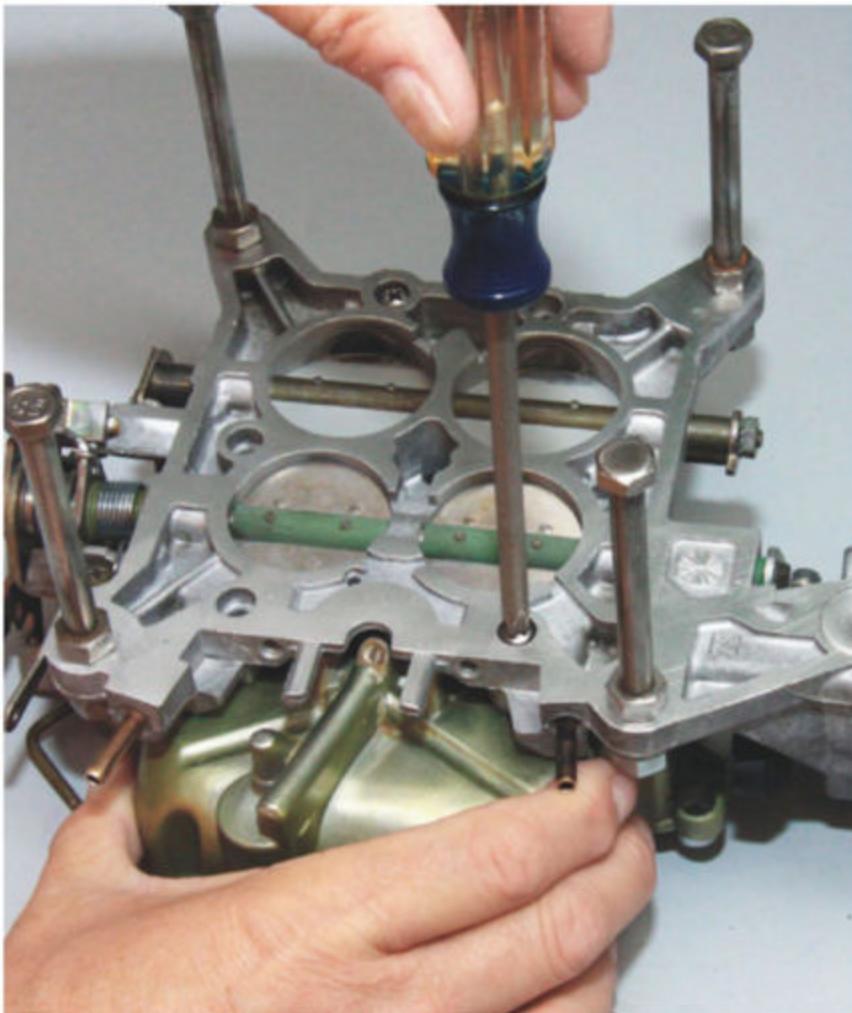
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11 This is the hot idle compensator, which gets a gasket and two fine-thread Phillips head screws.

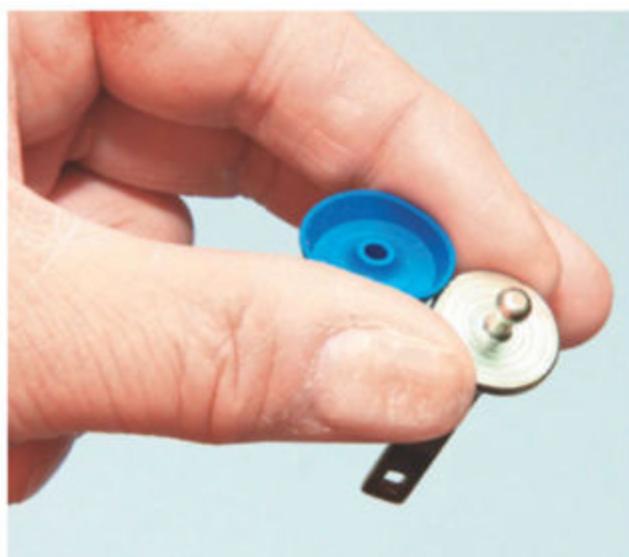


12 This is the main body to base gasket. There were two types in our kit. All we had to do was match the gasket to our 4300's main body.

13 Main body and throttle base are assembled as shown. Ted's Carburetor suggests using a lubricant on screws to prevent thread damage. And when you have thread damage, it is suggested you chase threads or install inserts as necessary.



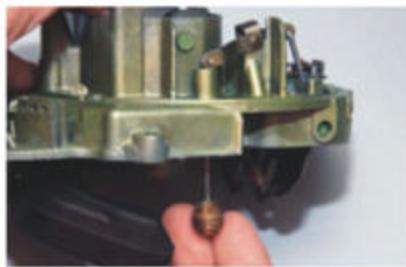
14 Idle mixture screws are next. Lubricate the threads with a lightweight lubricant like WD-40 and gently screw these guys in. Never over tighten. Seat each mixture screw, then, back them out $1\frac{1}{2}$ turns to get a predictable start idle mixture.



15 The accelerator pump piston gets a new urethane seal cup, which pops over this pin. If you're having a tough time seating this cup, lube the pin with WD-40. Point the lip of the cup away from the pin.

Once you have your 4300 complete and installed, knowledgeable engine tuning must ensue. Before you start the engine, ascertain proper choke adjustment. The choke plate should be closed, yet partially open to allow some air passage. When the engine is started, adjust fast idle speed while it is on the choke. When the engine reaches operating temperature, the choke should be completely off.

The tuning process should begin when the engine is at operating temperature, meaning at least 180-



16 This is the air valve vacuum piston and linkage. It is spring loaded to keep the secondary air valves closed. When you mash the throttle and the secondary throttle plates open intake manifold vacuum acts on this piston, opening the air valves in sync with the secondaries. These air valves reduce the likelihood of hesitation and stumble.



17 This is the accelerator pump piston with a new cup, spring, and retainer. The piston rod extends through the air horn and attaches to the actuating linkage. As throttles are opened, the accelerator pump linkage acts on this piston, which draws fuel into the pump bore. A check ball closes, allowing fuel to be forced through accelerator pump nozzles into primary throttle bores.



18 This is the accelerator pump needle valve, which is a check valve that allows the flow of fuel one way only through discharge nozzles.

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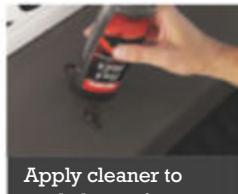


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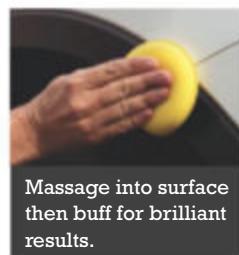


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19-20 Float level is checked two ways—at the float elements themselves and at the secondary float needle valve. The correct float level adjustment can be found in your carburetor kit instructions, depending upon your application.



21 Air horn gasket is installed next. Make sure it clears the air valve vacuum piston spring when you're installing the air horn.

22 The air horn is installed next, paying very close attention to the accelerator pump and air valve vacuum pistons. Make sure both piston assemblies are lubricated and move freely once the air horn is seated.



23 This is the secondary air valve linkage, which is connected as shown. Check this linkage for freedom of movement before tightening air horn screws.



24 Automatic choke adjustment is accomplished by turning this thermostatic choke coil slowly clockwise with the throttles open until the choke plate closes. You don't want the automatic choke fully closed. The fast idle cam should be against the fast idle adjustment screw with the choke plate most of the way closed. Final adjustments are accomplished with the carburetor installed and engine running.

SOURCE

Ted's Carburetor Shop

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190 degrees F coolant temperature. When you fire the engine, let it run at 2,000-2,500 rpm for 15-30 minutes for a good warm-up. At idle speed, adjust the idle air/fuel mixture to where you get a steady idle. Turn the idle/air adjustment clockwise until the engine begins to stall, then, slowly back out until a steady idle is achieved. You may have to go back and forth from side to side until you get a smooth idle.

Set static ignition timing at idle per your Ford shop manual with the vacuum advance disconnected. Then, dial in total ignition timing. Connect the vacuum advance and raise rpm to 3,500 and hold it there. Total ignition timing should be no more than 36 degrees BTDC. Goose the throttle and observe how the timing mark moves. It should never jump beyond 36 degrees BTDC.

Of course you should not conduct this process without a road test. Do your initial tuning, and then perform a shakedown road test. When you punch the throttle, there should be a crisp response without spark knock (detonation). There are a lot of misconceptions about spark knock, pinging, pre-ignition, and detonation. Spark knock happens only under acceleration. It can occur during starting as the engine fires. If you experience spark knock under hard acceleration, ignition timing needs to be retarded one degree at a time total timing until spark knock is gone. One alternative is a can of octane enhancer. Also make sure your engine's harmonic damper is properly indexed and reads correctly.

It can safely be said the 351C, in all its forms, is prone to spark knock and hard starting hot. The 351C with open chamber heads is the worst culprit for detonation and spark knock due to poor combustion chamber design. This is a dynamic you've little choice but to live with. Get ignition timing where it belongs (36 degrees BTDC total timing at 3,500 rpm) and use the highest octane fuel you can buy. Keep in mind the 4300 carburetor, in all its forms, will keep you busy underhood because it is an ongoing maintenance process. ■■■

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Avid Mustang enthusiasts Russ and Kathy Furstnow call Northern Arizona home. Deeply nestled in the dry and pristine West

at 7,000 feet at the base of the San Francisco Mountains, Arizona's deep north is a near perfect climate for car storage—it is dry and it doesn't get very hot in the summertime.

In the spring of 1973, Jim Babbit of Jim Babbit Ford in Flagstaff ordered a new '73 Mustang convertible for his daughter, Susan.

He had the car fitted with a rollbar for her safety. She drove the car daily until 1982 when it was covered up and stored in Babbitt Ford's warehouse where it would sit for 24 years.

In June of 2006, the car was finally sold by a Babbit Ford salesman, Steve Weatherby, to a private buyer who ultimately sold it to Russ and Kathy. It doesn't take much notice to see how unusual this well-preserved convert-

ible is. The odometer shows just 73,000 original, undisturbed miles. In 1973, the Mustang convertible's last year, Ford bucked and built 134,817 units, including 11,853 convertibles at the Dearborn assembly plant—the Mustang's only plant that year. Convertible production spiked in 1973 when word hit the streets there would never be another Mustang convertible built; of course we know now that wasn't true. How-



This is Russ and Kathy's '73 convertible the way it was found in 2006. It had been beneath a car cover tucked away in a cozy warehouse for 24 years and needed a Rip Van Winkle-style wake-up call. It had to be readied for a fresh startup after all those years.



ever, in 1973 it looked like the end for the Mustang convertible. And in some respects, it seemed like the end for Mustang.

Of 11,853 convertibles, Ford built just 390 of them with the 266hp (SAE Net) 351C-4V Cobra Jet engine in Ivy Glow Metallic with the Décor Group with Avocado Sebring Knit/Corinthian vinyl bucket seats, according to Russ. What makes this early '70s drop-top a great story is the

regular preventative maintenance conducted by Babbitt Ford until it was parked in 1982. What's more, the only original factory parts ever replaced were the Motorcraft spark plugs, ignition wires, and filters. Everything else remains factory original. "This car is completely rust free," Russ tells Mustang Monthly. "It has the original interior, top, floor mats, mufflers, shock absorbers, and other original components."

Russ tells us the car was generously optioned from the factory—power top, tilt steering wheel, console, floor mats, Selectaire air conditioning, AM/8-track, color-keyed racing mirrors, tinted glass, Interior Décor Group, competition suspension, power steering, and GR78x14 white sidewall radial tires. It was ordered on March 27, 1973, and rolled off the Dearborn line one month later on April 27, 1973, three days

ahead of schedule, according to the coveted Marti Report.

The 351 Cleveland engine introduced three years earlier in 1970 was proving to be a powerful and legendary Ford mill. What made the 351C different than other Ford engines were its poly-angle (canted) valve heads, large intake ports, 12/6 o'clock bolt pattern fuel pump, rugged block with thick main webs, and throaty

Born Survivor

Russ and Kathy Furstnow's '73 convertible was hidden away in storage for 24 years by the original dealer





■ Inside is warm Avocado for 1973. This is an interior color you rarely see at a Mustang show because so few were ordered and even fewer survive.

bark at the tailpipe. On top is Ford's notorious Motorcraft 4300D carburetor and special spread-bore dual-plane intake manifold. The Cleveland's cylinder heads are modeled after the 429/460 big-block, sporting a very similar canted-valve design, which made the broad-shouldered small-block behave like a big-block.

What made the 351C different for 1973 were its open chamber 4V heads, which didn't enjoy the same quench and squeeze as their preceding closed-chamber heads. These open chambers enabled the 351C-4V engine to run on regular fuel, but they were very prone to spark knock even

under mild acceleration. Because the SAE changed the way horsepower and torque were measured, 1973's power numbers were disappointing to many of us who had been used to higher horsepower and torque numbers.

Nonetheless, when you're driving a 351C-4V Mustang, it delivers a throaty burble at the dual exhaust tips. Under hard acceleration, the 351C delivers power unlike anything else Ford had going in 1973. Most unusual for 1973 is the four-speed Top Loader hiding in the tunnel splined into 3.25:1 open 9-inch cogs. Acceleration onto the interstate is crisp and impressive, even

at 7,000 feet. The 1971-'73 Mustang gets plenty of criticism for its size, however, Mustang had never been a better road car than it was in 1973. Its wide track and long wheelbase made it the best Mustang cruiser ever bucked on a Ford assembly line. Drop the top, hit the road, and experience the best Mustang weekend getaway machine Ford had ever done.

The Mustang driving experience in 1973 wasn't only about a powerful Cleveland, four-speed, and stretched dimensions. It was also about extraordinary interior comfort with high-back bucket seats, right-sized console and armrest, improved sound

proofing, in-dash factory climate control, and a state-of-the-art (for the time) sound system. On the open road, Russ and Kathy can pass the hours chatting and actually hear each other. Looking out over the longest Mustang hood ever, they take in the rich Ivy Glow finish that offers incredible depth, thanks to the control and size of aluminum particles in the finish.

When buyers ordered the 351C engine, competition suspension was mandatory, which made it standard equipment. Variable ratio Saginaw power steering made the Mustang's steering crisp and predictable. Tilt steering

■ The '73 Mustang in all its many forms is a great road car thanks to a wider track and longer wheelbase. If ever you've driven a '71-'73 Mustang, you understand what this car feels like. It is a cross between Torino and Mustang with a big car feel.



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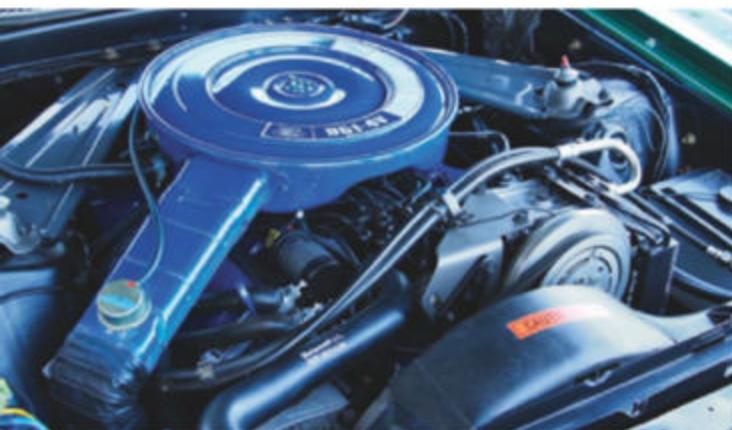
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This is Ford's powerful 266hp 351C-4V Cobra Jet engine with revised 4V heads with 77cc open chambers. This arrived in 1972 when Detroit was forced to lower compression and adapt to low-octane gasoline.



makes for a driver-tailored drive. The Décor Group yields molded door panels and rich Avocado Comfortweave seat upholstery. Most appealing is the Hurst shifter mid-ship, which puts a driver in real touch with power and the road. You might be thinking "nice restoration" as you cruise these pages. However, this isn't a restoration. It is an original survivor car. What are different are the wheels and tires. In safe storage are the original steel wheels and corporate caps and trim rings. Russ concluded the car would look real sharp with period-style American Torq Thrust wheels wrapped in BFGoodrich Radial T/A tires, which make the car even sportier.

Of course people ask Russ if he has any plans to restore the car. He doesn't. Russ told us the car is a terrific time capsule that

captures the genuine feel and spirit of the early '70s before fuel prices took off and our world changed overnight. He and Kathy grab that spirit where they can, hitting the road in this car as often as they can. Much as it was originally designed, the 1973 Mustang convertible is a great road car that should be driven. And make no mistake, Russ and Kathy will continue to serve a great and faithful stewardship to this car for as long as they can.



Russ will tell you he doesn't own this car, but instead serves a stewardship that keeps the car well maintained and factory original. If you think doing this is easy think again. Russ laments of the challenges of owning a car like this. You can get out there and have fun with it; however, you also have a responsibility to history.



Mustang's traditional three-element taillights remained for 1973, making this car very "Mustang" in its demeanor.



When the all-new redesigned Mustang arrived for 1971, Ford went to a flush-style pullout door handle, which improved styling and safety.



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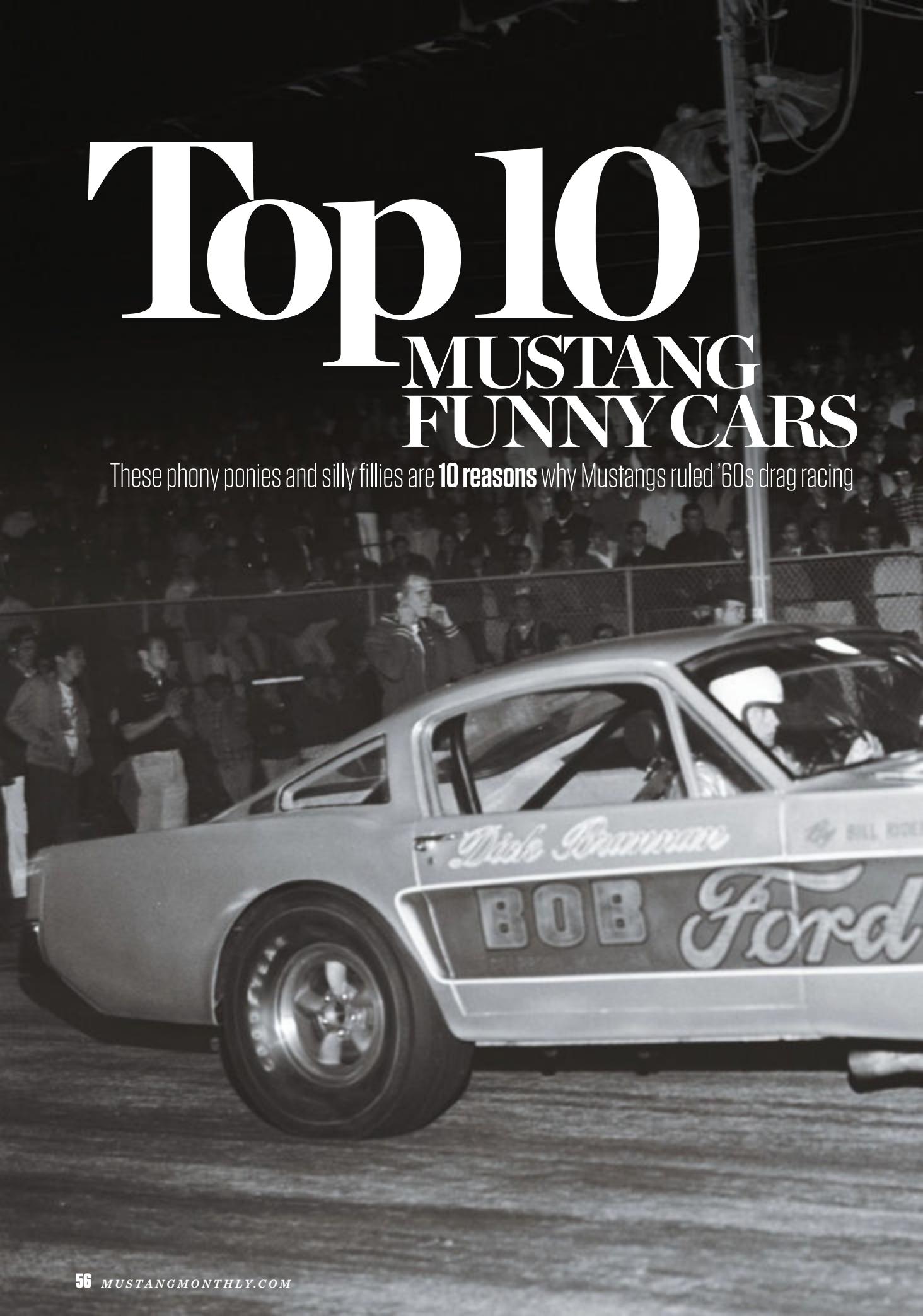
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Top 10 MUSTANG FUNNY CARS

These phony ponies and silly fillies are **10 reasons** why Mustangs ruled '60s drag racing



THE MUSTANG WASN'T THE ONLY REVOLUTIONARY NEWBORN OF EARLY 1964. First came Chrysler's 426 Hemi, whose shocking Daytona 500 domination inspired Ford's "90-Day Wonder," the SOHC 427. A month later, just as ponycar production was getting underway in Dearborn, West Coast drag fans were introduced to a trio of factory-backed '64 sedans billed as the Dodge Chargers—supercharged forerunners of the highly modified Detroit models

that came to be called "funny-lookin' cars," then Funny Cars. Last but not least, NASCAR's never-ending distaste for overhead camshafts sent stockpiles of Cammer engines downstream to loyal, frustrated FoMoCo drag racers outgunned by Chrysler's elephant.

All of these planets would align in the form of two fastback fleets that Ford ordered from Holman-Moody. The initial '65 models were converted K-code produc-

tion Mustangs, intended and campaigned as legal Factory Experimentals—at least until modifications and guaranteed appearance money gradually pushed some into lucrative match racing exclusively. Their superlight '66 replacements, however, were born as pure race cars; their stretched space frames cloaked all in fiberglass (except for the steel-shell prototype that engineer Dick Brannan secretly assembled to sell Ford execs on purpose-built "match bashers").

A disproportionate number of these factory fastbacks dominate our 10 all-time favorite Mustang Funny Cars, with good reason. You'll note that these finalists all carry bolted-down bodies with functional doors, except for Mickey Thompson's exceptional '69 fraternal twins, which shouldn't be overlooked in anybody's Top 10 Funny Car list. Genuine Ford powerplants were mandatory for *Mustang Monthly*'s consideration. (Hold that hate mail, John Force fans;



■ The first 10 factory Mustangs prepared by Holman-Moody started life as production 289/271hp fastbacks, modified within NHRA, AHRA, and NASCAR Factory Experimental rules. During the 1965 season, some gradually morphed into "outlaw" match racers. Shown spoiling the hometown debut of Dick Landy's Dart at Lions Dragstrip in February 1966 is Ford Drag Council boss Dick Brannan, the factory engineer who conceived and managed the program. His ever-evolving Mustangs probably made more passes and won more races in 1965-'66 than any other fast Ford, all the while testing prototype chassis, suspension, and safety products for his teammates. Dick's feared "Broncos" also survived two scary crashes (plus a third with substitute Paul Rossi driving) that compelled FoMoCo management to restrict Brannan to testing and occasional match racing.

those fuel motors that Force and NHRA called "Fords" are all Mopar under the valve covers.) Because the Mustangs that Holman-Moody delivered to Ford Drag Council members or sold as kit cars to privateers evolved so rapidly over these formative seasons, we did not discriminate against any particular wheelbase, intake configuration, or fuel type. Now, as then, the mantra is "run what ya brung." We do admit to a bias for previously unpublished frames of these wild stallions, retrieved from deep inside the TEN film archive. Nearly half a century after staff photographers froze the antics of pioneer Funny Car teams, we're seizing an overdue opportunity to run what they brung. ■■■

(Below) Al Joniec's assigned territory was the Southeast, where his Holman-Moody '65 won major meets, including Bristol's 1966 Springnationals, NHRA's first event offering un-blown match-race (i.e., class-illegal) stockers their own classes. Burning gasoline, Al's 8.80s ruled the C/ Experimental Stock class, and then took him into the Street Eliminator final (won by Mike Schmidt's SOHC Galaxie B/FXer). "Batcar" also set both ends of NASCAR's Unlimited Stock-1 record at 10.52/134.32 and was in constant demand from younger fans at the height of TV's *Batman* craze. A memorable published photo depicted its bat-wing-shaped taillights protruding from trees beyond New York National Speedway's shutdown area during the second Super Stock Magazine Nationals.



Door-slammer Mustangs remained competitive into the 1967 season, when Ford teams began embracing the one-piece "flopper" concept pioneered by Mercury a year earlier. Hubert Platt finally got both a factory ride and a Cammer after Dick Brannan turned over the winningest long-nose fastback to Larry Coleman, who hired Hubert. He's pictured at the 1967 NHRA Winternationals.



This first of two Gas Ronda cars to make our list was the prototype for the second batch of 10 Holman-Moody Mustangs. Ford, which assigned specific factory cars to all eight geographical regions, tabbed the sharp-dressing former dance instructor and successful 406 Galaxie racer to represent the media-heavy West Coast. In March 1966 at Bakersfield, the original fiberglas fastback won Exhibition Eliminator and became the first un-blown, full-bodied car to crack the eight-second barrier (8.96). Appropriately for an event then titled the U.S. Fuel & Gas Championships, Gas was burning the good stuff: a 25/75 percent nitro/alky mix. Later lengthened further, this car ultimately ran mid-8s at 170-plus prior to its mid-1967 replacement (by Ronda's other Top 10 entry). Gas sold it to crew chief Cliff Brien, who passed it down to bracket racer Betty "Lady Bug" Ryan. Today, it's a rare survivor among Holman-Moody's long-nose '66s.



Altered-roadster veterans Ralph Snodgrass, Pat Mahnken, and Larry Barker took a unique approach to phony ponies. Rather than abandon their trusty combination of Low-Riser 427, direct drive, and 1963-vintage tube chassis, the low-buck teammates adapted a stock steel body to their 99-inch wheelbase. What might be the second supercharged, all-Ford Funny Car ever built (after Darrell Droke's factory fueler) was certainly the longest-running example, seeing regular West Coast action from 1966 through 1968, match racing on both gas and fuel. Its biggest win came in Super Eliminator at the '67 HRM Championships. Hardcore Ford guys Snodgrass and Mahnken both worked as line mechanics at Tom Sherlock Ford, the same dealership where Gas Ronda sold cars.





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Though this overpowered pony was the least-successful '66 factory funny, it proved invaluable as a guinea pig for the rest of Ford's Special Activities fleet. An exclusive combination of supercharged SOHC 427, automatic transmission, and nitromethane produced top-end speeds so fast and scary that owner-driver Darrell Droke rarely made a full pass under power. The back end of this 2,200-pound, 113-inch package invariably got airborne approaching 180 mph. The car did bump NHRA's Unlimited Stock-3 record to 175.75 before being recalled and crushed by Ford. Its ill-handling inspired Drag Council chief Dick Brannan to send his similar car into Ford's wind tunnel, revealing a need for the front and rear spoilers that sprouted from other factory cars shortly thereafter.



Tommy Grove's startling defection from Chrysler's dominating '65 altered-wheelbase fleet paid off with a historic win at the second Bristol Springnationals, the first NHRA meet separating "match-bash" stockers from traditional dragsters and alters. Five new Experimental Stock classes were devoted to un-blown combinations. The big guns on fuel fought it out in A/ES, where Grove's nitro-fed SOHC 427 produced jaw-dropping 8.70s en route to victory. Tommy earns extra credit from MM for sticking with Cammer power longer than any other competitive racer, winning match races and continuing SOHC development as late as 1976. During one two-year period, Grove swears he never pulled a head.



This scrappy independent gets our vote for doing the most with the least. Unlike the factory favorites handed stretched, SOHC-equipped Holman-Moody Mustangs, Platt kept competitive with a conventional 427 High-Riser set way back in a super-light, full-tube frame from dragster-builder Frank Huzsar (Race Car Specialties). Lions Drag Strip fans who witnessed this car's unreal 1966 wheelstand are still talking about it out west. Near the end of that season, Platt's independent efforts were rewarded with the 10th ranking in *Drag Racing* magazine's prestigious Top 10 Stockers-East list and a Cammer ride, finally, when Dick Brannan vacated his state-of-the-art "Bronco."



Defying the trend to one-piece, lift-off shells pioneered by Mercury's team the previous season, Gas Ronda shared Ford Division's belief that only a mounted body with functional doors properly preserved the street identification that converted Sunday's spectators into Monday's new-car shoppers. That's not to say that his unique '68 fastback wasn't plenty trick for its time. All-fiberglass Cal Automotive panels and a 118.5-inch, chromoly Exhibition Engineering chassis trimmed racing weight down to 1,800 pounds. *Hot Rod* magazine treated the Poppy Red beauty to a cover and a full-color inside spread, cleverly titled "Gas and His Fueler" (Nov. '67). Ed Pink's potent SOHC power fed a C6 transmission. Note the aero aids built into the slickest, trickiest door-slammer of its time—also the last of a breed.



For the 1966 season, Ford's Special Vehicle Activities group secretly ordered 10 tube-frame, all-fiberglass, stretched-nose replicars. The radical fleet of fuel and gas fastbacks debuted at the AHRA's season-opening Winter National Championships in Irwindale (pictured), where Cammer Mustangs enjoyed a clean sweep of upper "Stock" classes. Bill Lawton's gas-burning Mystery 9 achieved its stated 9-second aspirations and then some, clocking 9.73 at 140.40 to upset local hero Gas Ronda in the all-Mustang Unlimited Stock Eliminator showdown. Later that year, Tasca Ford's flagship won A/Experimental Stock at the first Indy Nationals featuring distinct "Funny Car" classes and also lowered the e.t. record in NASCAR's elite S/US-1 class to 9.83 seconds.

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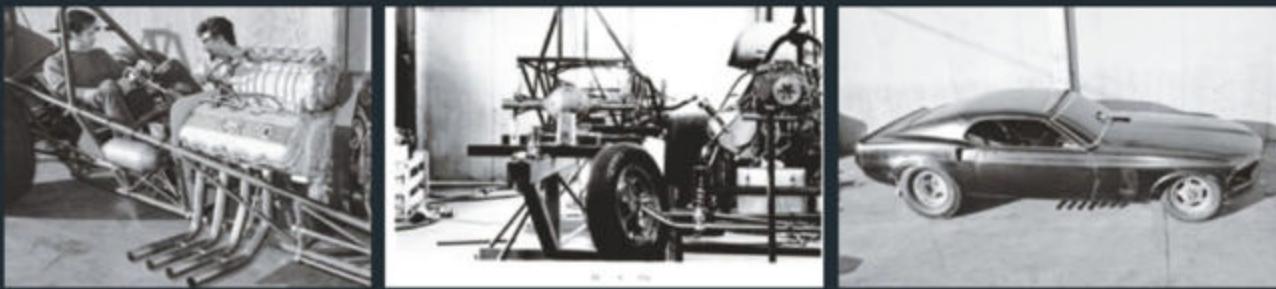
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Last but not least, behold the sister ships that revolutionized Funny Car design and performance in 1969. Built entirely in-house and wholly financed by M/T Enterprises (explaining the absence of FoMoCo signage), these fraternal twins enabled designer-builder Pat Foster (seated, with fabricator Joe Anahory) to test two sets of ideas simultaneously. Slingshot veteran Danny Ongais got dual center supports behind his rollcage—the same basic design still seen in modern floppers—whereas Foster's sister ship received a foot-longer nose on a 5-inch-longer chassis incorporating a dragster-style, single-upright tail. Fiberglass Trends molded three bodies from the plug that M/T's own team pulled from a body-in-white Mach I. Both roofs were lowered 2 inches. Another famous employee, ex-Surfers partner Tom Jobe, bent tin for both bodies and shot the only photo we've ever seen of the in-progress cars together.

"Mickey's shop was full of dragster guys," Foster said in an unpublished interview from 2007, the year before he died. "The only thing they knew about Funny Cars is that they didn't like 'em, because they weren't 'real' race cars. We could all see the handwriting on the wall, though: Funny Cars were what people wanted to see. They were getting the match races, grabbing the sponsors."

In fact, Mickey originally envisioned a slingshot fueler to make use of about two dozen complete Cammers and 20 employees—including veteran nitro tuners Amos Satterlee and John Kranenburg—suddenly idled by Ford's refusal to extend M/T's Bonneville-streamliner program after 1968's unsuccessful land speed record attempt. Foster and Ongais were equally anxious to apply Top Fuel Dragster technology to this primitive new breed. According to Pat, only after each man quit, separately, did Mickey agree to back two Funny Cars.





This pair's influence is still being felt, 46 years later. Dragster-inspired innovations ranged from the low, center-steer cockpits with rollcages to upswept, downforce-producing headers. "We built the basic chassis deep for strength, safety, and weight transfer," Pat explains. "I didn't want another 'Model A frame' made out of square tubing, like Logghe's cars." Dual water tanks out front of the Cammer equalized temperatures that previously varied as much as 50 degrees between cylinder banks and wreaked havoc upon ignition timing. A third tank carried six surplus quarts of ATF to cool C-6 automatics prone to overheating and exploding behind 1,500 hp. Less-obvious tricks included rear shock mounts designed to accept either the coilovers that Mickey demanded, initially, or the solid struts that Foster rightly predicted would prove the benefits of solidly mounting the rearend housing, dragster-style.

Starting with a one-two finish at 1969's season-opening Las Vegas event, these revolutionary concepts proved themselves instantly. Alas, Foster's year ended prematurely at the NHRA Springnationals in Dallas, where he lost control and collided with Gerry Schwartz, who suffered fatal injuries in a conventional chassis with minimal pilot protection. Ongais went on to win that meet and the U.S. Nationals (7.47/195.65), along with nearly every round of countless match races. After Mickey used up his Cammer stash, he attempted multiple comebacks with Boss 429 engines and various drivers, but his Mustang magic was gone. Never again would a genuine Ford-powered Funny Car approach the domination of the revolutionary Mustang known and feared nationwide as, simply, "The Blue Car."



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caster, and toe—combine to create the front-end geometry that will define how the tire reacts to the road in both straight lines and through curves. The adjustments to each are relatively small, but the resulting change can be very noticeable.

To understand why, it's important to know how each adjustment affects how the car steers. Caster is the easiest to picture using the concept of trail. Picture a shopping cart's front wheel; the steering axis is located ahead of the wheel, so when the cart is pushed forward the wheel will follow directly behind the steering axis, creating a self-straitening effect that will keep the wheel stable and easy to control while driving.

If the steering axis were placed vertically above the wheels, there would be zero caster effect and the wheels would tend to

wander. Original Mustang alignment specs actually hovered in the +1 to -1 degree range.

Static Camber is the amount in degrees that the top of the tire is tilted from vertical, either away from the car for positive, or toward the car for negative. Essentially, this slight tilt changes how the tire tread interacts with the road, particularly when cornering and the weight of the car rolls toward the outside tires. Most modern vehicles are set with a slight amount of negative camber, which aids in cornering grip.

Static Toe is the number in fractions of an inch that the tire deviates from parallel to the centerline of the car. For rear-wheel-drive street-driven cars this measurement will pretty much always be a slight amount of toe-in to promote straight line stability. The



01 To set any of the alignment specs, we need the car to be at ride height with all of the weight on the suspension. However, we also need the tires to be able to slide, so the first piece of equipment we need is a set of alignment turntables for the front tires to sit on. Turntables like these can be found as cheap as \$150-\$200 new through Summit Racing, but they are also quite common at swap meets for much cheaper. We once bought a set for \$30. Though not quite as accurate, you can also make a DIY set with two sheets of aluminum and a thick layer of grease sandwiched between.



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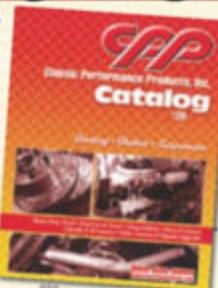
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only real exceptions are cars that are autocrossed or road raced regularly; some drivers actually prefer zero toe, or a slight amount of toe-out to promote quick turn-in and rotation. We can't recommend that for the street, though, since it'll result in skittish handling in general.

With that in mind, the really annoying thing is that most modern alignment shops don't know how to



02 This is a caster/camber gauge that locks onto the wheel. Versions of these are available right around \$150 new. To quote Miko, "Caster is basically a measurement of the difference of camber in a 40-degree sweep." That means the wheels need to be turned 20 degrees in each direction. Turn the tire 20 degrees inward and zero the gauge. Then, turn the tire 20 degrees outward and the gauge will read the amount of positive or negative caster.



03 Our '69 subject is currently at $3\frac{1}{2}$ degrees of caster on the driver side and $3\frac{3}{4}$ degrees on the passenger side. That's totally acceptable, especially since this is a power steering-equipped car (more caster requires more steering effort). Miko generally likes to see at least $2\frac{1}{4}$ degrees on the driver side and $2\frac{1}{2}$ degrees on the passenger side—more caster on the passenger side to account for typical road crown.



04 We're going to leave the caster as-is on this '69, but assuming we did decide to adjust it to less negative caster, it all happens at the strut rods. First, the forward facing nut is loosened to create room for the rod to move.

Mustangs Etc. Alignment Specs

(For all stock frontends with radial tires)

| | |
|--------|--|
| Camber | $\frac{1}{4}$ degree negative |
| Caster | $2\frac{1}{4}$ degrees positive LH, $2\frac{1}{2}$ degrees positive RH (slightly more for P/S-equipped cars) |
| Toe in | $\frac{1}{16}$ inch per side, $\frac{1}{8}$ inch total |

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| | |
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handle classic Mustangs. Most shops have moved to exclusively using laser alignment systems that, while accurate, typically do not have databases that go back far enough to include '64½-'73 Mustangs. Not that it would help much if they did since the factory alignment specs are not something we'd ever recommend using

on any street-driven car; especially with radial tires. That's because Ford's original specs were mandated for super skinny bias-ply tires with a relatively narrow tread width, rather than the wider and taller radial tires that most Mustang drivers use now. Even with a totally stock suspension, modern tires and driving conditions mandate different settings.



05 The rearward nut is then loosened a few turns at a time, which lengthens the strut rod and allows the inclination of the spindle to change the caster. Lengthening the strut rod moves the lower control arm backward, creating negative caster, while shortening the strut length pulls the lower control arm forward, creating positive caster.



06 Just as simple as that, we have 2½ degrees of caster, which is a great spec for any street-driven Mustang, especially manual steering cars.



07 Since caster and camber are tied together, always check and adjust them together. The wheels need to be pointed straight ahead at a zero turn angle because, due to the geometry of the spindle, the caster affects the camber. If you have the same wheels and tires front and rear, eyeballing works quite well. It gets trickier if you have staggered offset wheels or a tire with a lot of sidewall bulge.

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If you have a knowledgeable Mustang or vintage Ford shop in your area, they'll likely know how to alter the specs, but the good news is that you can also do it yourself with a few of the proper tools. We dropped in at Mustangs Etc. in Van Nuys, California, to have expert technician Steve Miko show us how he would recommend setting the alignment on '67-'73 Mustangs with a minimum amount of special tools.



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08 On '64½-'66 Mustangs, the camber adjustment takes place on the upper control arm. For '67-'73 Mustangs, the adjustment happens at the lower control arm via an eccentric washer. They work great for street and mild performance, but exceptionally hard driving and sticky tires may cause them to shift, so checking them on a regular basis is a good idea.



09 This is what the assembly looks like outside of the car. The washer locks onto the flat section of the bolt so when loosened, rotating the assembly causes the eccentric washer to move the lower control arm either inward or outward. Since our tires are on alignment pads, they'll slide outward without issue.



10 Slight turns yield big changes with these, so go slow and check the result. We want the adjustment to be equal front and rear, so check and make sure the eccentric matches on both sides. This typically won't be an issue on stock bolts, but we have seen some aftermarket ones with thread running under the rearward eccentric washer that will strip.



11 Our '69's camber was at +12, which is in the ballpark for original bias-ply specs, but for radials and better road hugging, Miko dialed in -25. It's worth noting here that having a relatively level surface for checking these specs is necessary. Miko knows this spot has a $\frac{3}{4}$ -degree grade away from the shop doors, so he accounts for that.



12 Toe is the only alignment adjustment that is independent of the others. To start, we want to center not only the steering wheel, but also the centerlink on the steering linkage. Removing the horn button reveals the steering shaft. Look closely and you'll see a hash mark. To center the steering, we want that mark to be pointing straight up. On a power steering car, this needs to be done while the car is running to pump up the hydraulic system and remove slop in the control valve. Obviously the last time our '69 was aligned, this parameter wasn't followed. Once we set the toe spec we'll pull the steering wheel and set it correctly on the shaft's splines.



13 The simplest DIY method of setting the toe is by measuring the distance between two points on the tires. Obviously, we can't be as precise as a laser system, but we can get quite close by measuring from the right points. Rather than using the sidewall, which can vary a great deal, opt for a tread block. Also, go as high up on the tire as the chassis will allow straight-line measuring. Miko measured $54\frac{1}{4}$ inches on the front of the tire.



14 Using the same method on the rear, Miko measured $55\frac{1}{8}$ inches. Not too bad, but we want roughly $\frac{1}{8}$ -inch toe-in.

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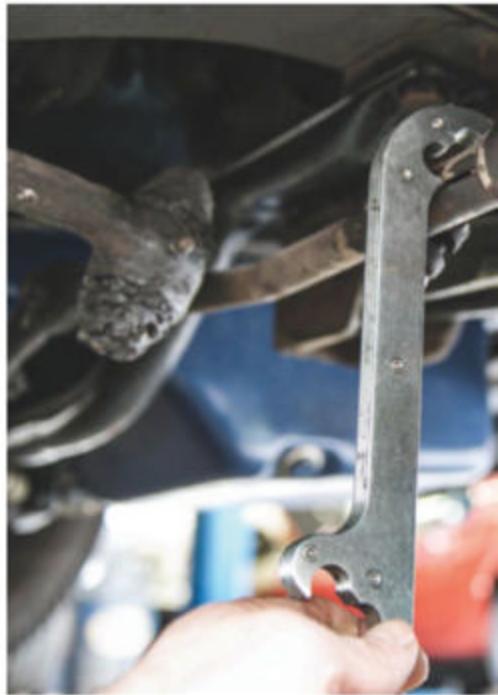


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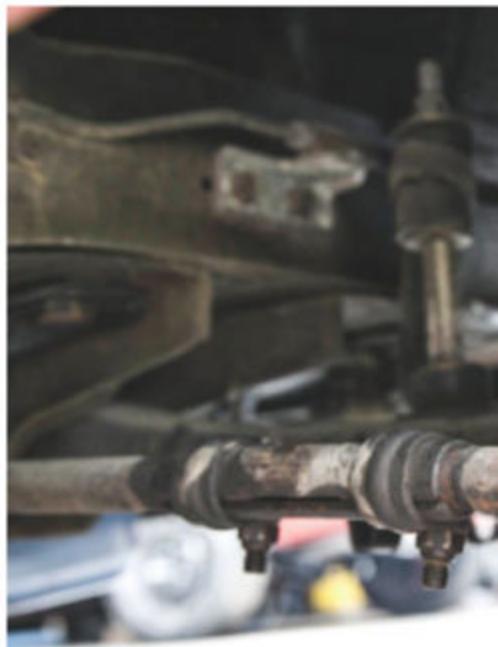
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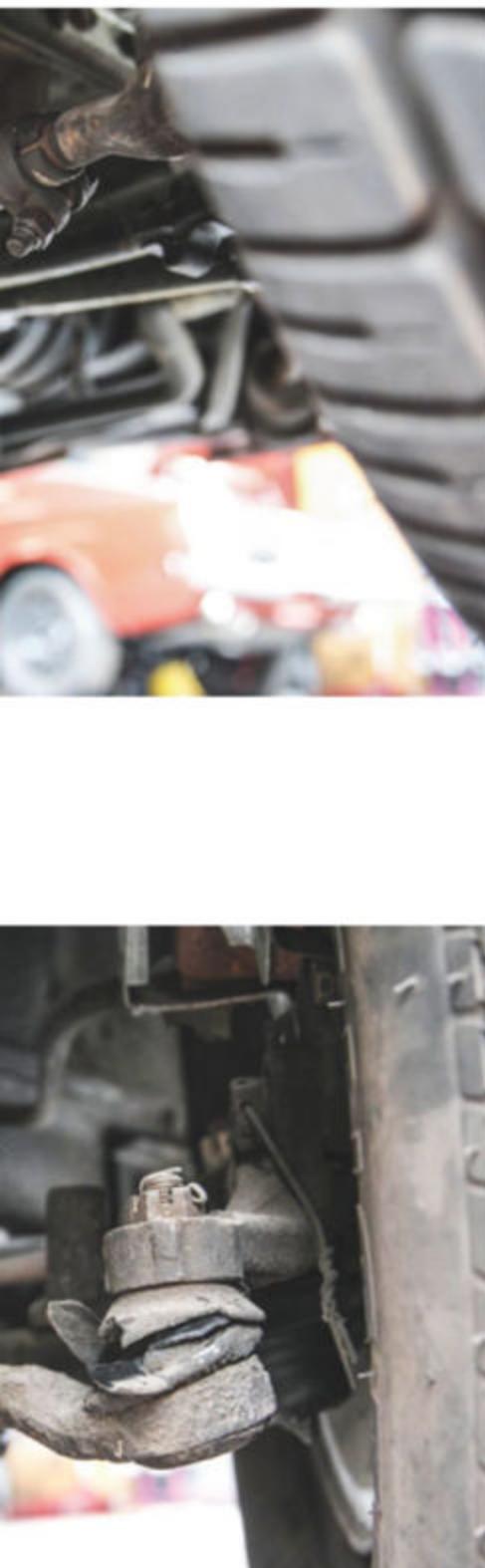
LET'S GET THIS STRAIGHT



15 After loosening the two clamps that hold the adjusting sleeve in place, Miko uses this cool tie rod wrench to make slight adjustments, but a regular wrench will suffice. Remember, the changes need to be equal per side, so only adjust for 50 percent of the total change needed. After some adjustment, Miko re-measured and found 55 inches front and $55\frac{1}{8}$ inches rear; perfect $\frac{1}{8}$ inch of toe-in.



16 While you're down there adjusting the tie-rod ends, make sure the tie-rod end joints are clocked to the same position on the driver and passenger side so that they do not bind during travel (the tie-rod ends shown here obviously needed to be replaced). Once you make sure everything is tight, take the car for a drive for feel, and then recheck everything.



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Junk In The Trunk

GET THE BACK END OF YOUR MUSTANG INTO SHAPE WITH A TRUNK KIT FROM MUSTANGS TO FEAR

IF YOU GO TO ENOUGH CAR SHOWS, YOU'VE PROBABLY SEEN A FEW CLASSIC MUSTANGS THAT HAVE A NICELY DETAILED AND TRIMMED-OUT TRUNK THAT MATCHES THE CUSTOM INTERIOR. Usually this is a pricey modification, often requiring the services of an upholstery and interior professional. Not only are you paying top dollar for materials, but you're also paying for their creativity, craftsmanship, and time. There is, however, a less expensive, DIY alternative to achieving that same finished and detailed look in your trunk and it comes from Mustangs To Fear.

The Mustangs To Fear trunk kit retails

01 We suspect very few people, at least with the restomod crowd, prefer to have a barren metal trunk with a rubber mat. Now there's no reason to with this relatively inexpensive trunk kit from Mustangs To Fear.



02 Mustangs To Fear includes all of the components and hardware to install its trunk kit in any '67-'68 Mustang. The parts are constructed from plywood and quality ABS plastic, and the entire kit retails for just \$495.



for just \$495 and consists of several plywood panels and several ABS panels, along with a section of carpet. All of the hardware to put it together is included, and Mustangs To Fear pre assembles each kit before it goes out the door, so all of the holes are already drilled in the correct locations. Currently available for '67-'68 Mustang coupes, fastbacks, and convertibles, the staff is working toward covering the '65-'66 models next, followed by the '69-'70 models.

"As soon as we come out with one, everyone else comes knocking," noted Mustangs To Fear owner Rich Smith. Smith told us that he plans to have the '65-'66 kits available by the second quarter of 2015, and possibly the later model Mustangs by the end of the year. The current trunk kit for '67-'68 Mustangs can accept stock taillights or flat LED taillights, just let them know what you have when ordering. The standard trunk kit color is black, though Mustangs To Fear can work with you should you need a something different.

"We're very flexible and can help out customers with some custom applications," noted Smith. The kit was also designed to allow for the installation of high-end audio systems that utilize subwoofers and amplifiers. All you need to do is carefully cut the material as needed and bolt your components in. Post installation, we noticed quite a bit of room between the rear seat brace and the forward trunk panel, which should provide ample space for subwoofers. There's also a decent amount of room behind the side panels as well.



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"A lot of these guys aren't taking the time to do something with the trunk," Smith told us. "We didn't want something that required a lot of fab work, just something extremely simple for the average user to install." Mustangs To Fear also has a friendly tech line that can answer any questions you may have.

We installed the trunk kit on a '68 Mustang coupe restomod, mainly because we needed to hide a less than appealing looking ECM for the EFI engine up front. We also want the inside to look as good as the outside, and the Mustangs To Fear trunk kit takes care of both issues. Check out the captions to see how easy the installation really is. ■■■



03 Sure this trunk looks pretty good, what with the bedliner and epoxy primer making everything look nice and neat. But no one wants to set things on top of the gas tank, and there's no way to keep things from sliding around or getting lost down the sides of the quarter-panels. By adding an extra layer to the area behind the rear seats, we will also be reducing the noise coming from the rear tires and the exhaust.



04 While you can pretty much get away with using just a plain old Phillips head screwdriver for the whole installation, we opted for a battery-powered impact driver. We planned to mock up the trunk kit first and then reinstall the kit once we knew everything fit to our liking. The impact driver saves time at that point.



05 The large floor panels go in first, followed by the front support beam. The floor panels are seamed down the middle with a lap joint, and the front support beam helps the floor panels stay rigid across the trunk floor.



these brackets worked best when mounted on the inside of the front vertical panel.

06 Next up is the front vertical support. This piece screws to the front support beam at the bottom and then it is secured to the bottom of the package tray at the top using supplied angle brackets. We later found that



08 Here you can see how the floor panels are seamed down the middle, and you can also see how the ABS panels shape out the trunk area. There is still plenty of trunk space left at this point.



07 With the floor and front vertical panel secured, you can then mock up the ABS panels. It may take test-fitting the pieces a few times to work out what fits best for your application. We found the ABS panels fit nicely together and there were no gaps to be seen anywhere.



09 Installing the carpet is next. We removed the ABS panels and cut the carpet to fit the floor space, keeping in mind where the panels rest once installed. Measure twice, cut once and you won't have any unsightly gaps in coverage. If you do, just whip out some black spray paint, or order another piece from MTF. They provide a quality loop-style carpet to maintain that vintage look.



10 With regard to the front vertical panel, you'll want to make sure that you have plenty of clearance between the panel and the hinges. Like everywhere else on a classic Mustang, tolerances vary from car to car. We found that the driver side hinge contacted the panel during its travel, so we simply trimmed the ABS panel to allow the needed freedom of movement.



11 With the taillight and trunk latch panels in place, this trunk area is looking dapper indeed. The trunk latch panel can be cut to length at the bottom, as Mustangs To Fear has found that the latch heights vary from car to car.



12 With simulated leather texture on the panels and the quality loop-style carpeting, this trunk now looks like someone spent thousands of dollars at the local upholstery shop. Nope, we did it ourselves with a screwdriver—well, an impact driver, but you get the point.

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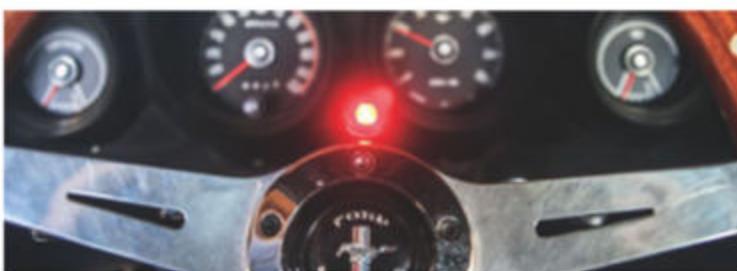
Proform's Wireless Mini Shift Light and Tachometer

THE WORLD HAS GONE WIRELESS, AND THAT IS QUICKLY BECOMING THE REALITY IN THE AUTOMOTIVE WORLD AS WELL. New cars have all sorts of wireless and Bluetooth technology to both operate the car and make the driving experience better and more convenient, but other than some high-end restomod builds, we haven't seen a lot of that technology carry over into the hot rodding/restomod world. Until now.

We first saw Proform's Wireless Mini Digital Shift Light and Diagnostic Tachometer (PN 67006C) at a trade show and it looked like a good idea, but how would it work in the real world? We had them send us one to find out, and I'm here to tell you, this is one of the neatest, simplest products I've used in a long, long time.

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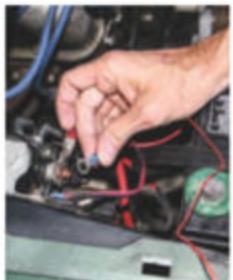
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The Proform Wireless Mini Digital Shift Light and Diagnostic Tachometer comes with the four batteries required already installed. It sells at Summit Racing for \$85.97.



This is the wireless transmitter. It comes with two-sided Velcro to make it easy to mount underhood. We chose to hide it behind the passenger-side shock tower.



There are only three wires to hook up: 12 V, ground, and tach signal. We wired it direct to 12 V at the starter solenoid, and grounded it with an accessory lead on the battery's ground cable. As long as it is not receiving a tach signal and transmitting, there shouldn't be a current draw.

It hooks up just like other shift lights with just three wires: red goes to switched or constant 12 V, black to ground, and green to the tach signal (negative side of the coil). The difference is that you don't have to pass any wires through the firewall—they go to a small transmitter about the size of a Zippo lighter that mounts underhood, and sends a wireless signal to the shift light/tach inside the car. The 4¹/₄-inch-long shift light works with 1 to 12 cylinders, is adjustable from 100 to 12,000 rpm, its three amber LED lights are adjustable for brightness, and it also has a quick-disconnect mount that lets you remove it for outside use as a tach. That's right, it also functions as a tachometer, allowing you to tune the car without having a buddy tell you what the tach is reading—just pop it off the mount and take it underhood with you. Proform offered that in a racing application, the crew chief can hold the unit at the starting line to check what rpm the car leaves at. To test that, we removed the light and walked away while the car was running. We got farther than 40 feet away from the rear bumper and the tach was still reading accurately. Now that's trick!

The shift light itself uses four LR44 (303) or SR44 (357) watch-style batteries that are included in the package, and Summit Racing sells it for \$85.97, which is more than Summit's budget-based light (\$43.57) but half of what the MSD and Auto Meter lights cost, and none of those are wireless.



There's a small on/off light at the rear of the light. Turn it on to program the light, setting the number of cylinders (1-12), rpm shift point (100-12,000), display intensity (0-7), and to turn the rpm display off and on—turning the rpm/tach display off saves battery life, allowing the unit to operate as just a shift light. You can turn it back on at any time. These are all quickly and easily set with the Mode and Set buttons. Once the initial setup is done, the rpm values will be shown on the display when the engine is running. The shift light will remain on when the shift point is exceeded and turn off when the rpm falls below the set point. When not in use, turn the unit off to save batteries.



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COBRA JET EXHAUST MANIFOLDS

I have a '70 Mustang Mach 1 with the 428 Cobra Jet. I'm having a tough time with the exhaust system fitment. I have ordered two different H-pipes for this car from reliable Mustang parts vendors and neither of the ones I ordered have fit correctly. The passenger side does not line up with the exhaust manifold. Can you help with any suggestions?

Manny Lopez

Laredo, TX

According to the Ford Master Parts Manual, '70 Mustangs built after January 15, 1970 used the C9OE-9430-D exhaust manifold on the right side, which replaced the C8OE-9430-D. The C9OE-9430-D manifold was machined for the donut gasket, thus eliminating the need for the C8OZ-9A435-A spacer. With the elimination of the spacer a new H-pipe, Ford PN DOZZ-5246-D, was required. It appears you have an incorrect style H-pipe if it is not lining up with exhaust manifold. You need to check the engineering number on the right manifold to determine the correct H-pipe. It is fairly common for cars built after January 15, 1970 to have the earlier C8OE-9430-D right manifold due to header installation by a previous owner and later installing the much more common C8OE-9430-D iron manifold during a restoration.



N.O.S. VERSUS REPRODUCTION POLYGLAS

Is there an easy way to identify an original Goodyear F60x15 Polyglas from a reproduction period-correct tire? Some of these reproduction tires that are now 10 years old with miles on them look like the real deal! I would hate to get fooled at a swap meet. Thanks!

Ben Weathers

Rogers, AR

It is very easy to identify a reproduction Goodyear Polyglas from an original one. All current production tires are required to have the safety warning on them, which the originals did not. The Goodyear Polyglas reproductions have the safety warning located on the backside of the tire. I have included a picture for reference with the warning highlighted in chalk.

CLASSIC AND CORRECT EXTINGUISHER

We have a '66 Mustang convertible my wife got for graduation back in May 1966. The car is Raven Black with black pony interior. The car still has original paint, but we drive it to shows all over Michigan, so we will show it in the occasional driven class at the MCA Grand National in Columbus this year. I noticed we need a fire extinguisher in the car, per MCA rules. We try to keep everything Ford on the car. Is there a

Ford fire extinguisher that is period correct for the '66 Mustang?

Jon and Wendy Smith

Farmington, MI

The coolest fire extinguisher for a '66 Mustang is the Rotunda C3RZ-19B540-A, which is a 2 3/4-pound unit. The problem is, they are a rare find today. Not only will the Rotunda R25A meet the MCA fire extinguisher requirement, but it is a great conversation piece at car shows. ■■■



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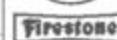
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PERTRONIX ISSUES

I have a '66 Mustang with a 289 4V V-8 and automatic transmission. I am wondering, I used to be able to run a PerTronix Ignitor ignition. For some reason it won't run right, or not at all, when I try to install the PerTronix system. I know a couple of years ago I had a dead short in my Rally-Pac that went back to the distributor and drained the battery completely. I just wonder if this short that I had went back through the wiring and maybe burned out the internal resistor wire built into the firewall to the engine gauge feed. I would replace this gauge feed wire if I thought it would help. I would like to run the PerTronix Ignitor again, but the way the car is right now I can't. Maybe you would know if this wiring indeed would have a resistor in it.

Marvin Gentz

Freeport, IL

The PerTronix Ignitor I requires a full 12 V to operate properly, while the PerTronix Ignitor II can run through the resistance wire between the ignition switch and firewall (the resistor wire is not in the underhood engine feed harness). The car runs full power when cranking through the starter solenoid, then after it's running the resistance wire drops the voltage to 6-7 V to help the lifespan of the points.

The PerTronix does not need this protection. Even though PerTronix Ignitor II will work with the stock resistance wire, PerTronix still recommends running 12 V to their unit. If you burned out the resistance wire, the car would not run after you started it, even with the stock points installed.

The first thing to do would be to check the voltage to the coil when the car is running. You should have around 6-7 V. If so, you know the resistance wire is working fine. If it reads 12 V then something has bypassed the resistance wire, which actually should help the PerTronix unit. PerTronix says in its instructions that you can damage the Ignitor by running constant voltage to the coil, which may be what happened when your Rally-Pac shorted out. You may have destroyed the Ignitor unit. Get a new Ignitor II and run it directly to switched 12 V, not through the resistance wire. That should take care of the problem. PerTronix even sells a 12V relay kit to power the Ignitor properly.

GIVE ME A LIFT

When I bought my '69 Mustang Mach 1 40 years ago, the trunklid would stay open. I added a spoiler and the lid no longer would stay up without a prop rod. I

finished a complete restoration and many modifications two years ago and at that time I replaced the hinge springs, but the lid still needs a prop rod to hold it open. Is there any fix for the problem other than a prop rod or replacing the hinges for new ones of the same design?

Joe Artale

Solon, OH

The '69 Mustang SportsRoof used a rear spoiler that was made of plastic. It was lighter weight and didn't require a prop rod—but just barely. They were pretty cheap, flimsy things and they sagged in the middle after a while. In 1970, Ford changed to a fiberglass spoiler, which was heavier and required the use of a prop rod. This prop rod can be purchased from all the major parts suppliers. Most of the repro spoilers are modeled after the '70 design.

Unless your car is an all original stock show car, run the prop rod. It works and is acceptable when you run a spoiler. If you don't want to run a prop rod, you'll need to find an original '69-style spoiler that's lighter weight and not bowed like an old plow horse, but they are hard to find and big money. If you just don't like the looks of the prop rod, there are some aftermarket gas charged struts that you can use to prop open the trunklid. Mustangs Unlimited sells one under PN TLK101.



PerTronix's Ignitor solid-state ignition systems deliver more energy with greater timing accuracy, and they're for collector car restoration because they fit entirely under the distributor cap. Summit Racing sells them for roughly \$80, depending on application.



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First-Gen Down Under

Rod and Rae Mills hail from Toowoomba, Australia, and proudly show this '64½ around Queensland. Rod has owned Mustangs since living in Canada in the '60s and found this Rangoon Red early built Dearborn hardtop several years ago, and has spent the last three years restoring it. The D-code 289 4V V-8 with C4 automatic has all original sheetmetal and has been in Australia about 10 years. Upgrades Rod added include power brakes, electronic ignition, 15x7 Torque Thrusts with BFGoodrich radials, 2½-inch dual exhaust, 1½-inch lowering, and a RetroSound radio inside.



Canadian Coupe

Purchased in 1978 at the age of 16, Dean Wagner decided to rebuild the whole '69 coupe three years later. Wagner, of Onoway, Alberta, Canada, purchased all of the sheetmetal through Ford. Underhood, the 351 Cleveland was given new life with forged pistons, a Crane cam, MSD ignition, a Holley 750-cfm Double Pumper, and most recently a serpentine belt-drive system. The C6 automatic was rebuilt with a 3,000 rpm-stall converter and a shift improvement kit, while 3.70 gears and a Traction-Lok were added to the 9-inch rear, which was narrowed to fit P295/50R15s out back. Wagner finished the project by installing an all-new black vinyl interior throughout.



A Mother's Love

Sonya Hall of Windham, Maine, couldn't let her son Travis, of Naples, Florida, not realize his dream of owning a classic Mustang. She purchased a '68 hardtop and over 18 months had it restored, keeping it as stock as possible except for adding the GT foglights, LED dash illumination, and A/C for hot and humid Florida. Upon completion, Sonya did what any loving parent would do; she hopped in the Mustang and drove it from Maine to Florida to give it to her son in person! Sonya has '65 and '67 convertibles of her own, and her daughter has an '04 convertible. She thanks her master mechanic, Kevin Kappeal, for tackling all of her Mustang projects. Seen here is Travis, with his daughter Sky, enjoying his new ride at one of Florida's West Coast beaches.



Modern Look Lenses

Henry Rabago is the President of the Space City Classic Mustangs in Texas and he shows this '65 convertible at local events. "I have had her since 2007. I did a 'white out' on my Mustang with clear front turn signal and taillight lenses. It gives it a slick look," Henry tells us. On top of the clear lenses Henry added Cragar SS wheels for the old-school look and is happy with the results.

"I love the weekend cruises with my local car club—Space City Classic Mustangs." You can check them out on Facebook at www.facebook.com/jscmustangclub. ■■■

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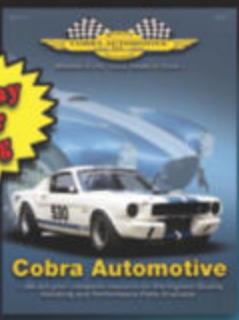


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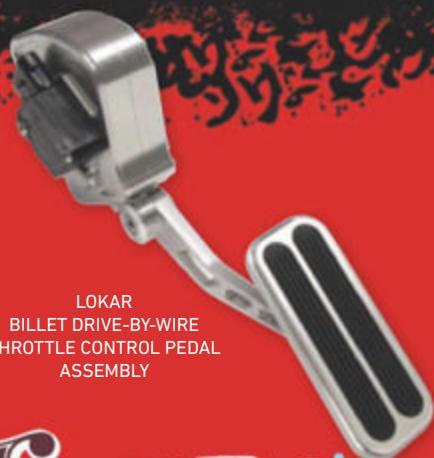
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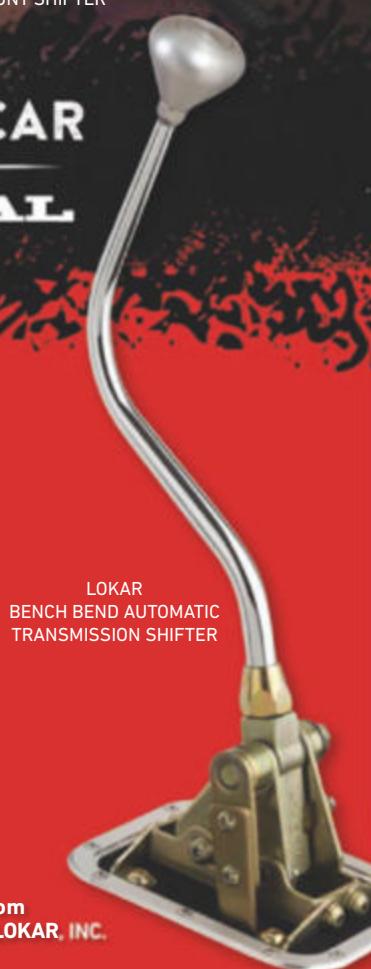


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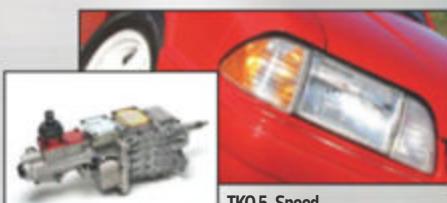
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Every July 4th since 1916 cars, trucks, and motorcycles have raced to the top of Pikes Peak in the Pikes Peak International Hill Climb (PPIHC), also known as The Race to the Clouds. Pikes Peak is one of the most insane things to do with a car that we've ever seen, as the 12.42-mile-long road starts outside Colorado Springs, Colorado, at 4,720 feet of elevation and climbs to 14,110 feet (way above the tree line) on grades averaging 7.2 percent. Oh yeah, and until recently the road was all dirt, the penalty for a mistake was a deadly tumble down the mountain, and there were no guardrails. The road is paved now, unfortunately, but there are still no guardrails. The PPIHC is not a race for the faint of heart.



The hill climb features everything from purpose-built race cars to production cars and trucks, motorcycles, sidecars, electric cars, and even semi-tractors, but it's the production cars that turn us on the most, and back in the '50s and '60s especially it was a playground for factory muscle, like these Mustangs we found while digging through our photo archives. These photos were shot by *Hot Rod* magazine publisher Ray Brock at

the 1966 running of the hill climb, but unfortunately we can't find any information on the cars or drivers. Perhaps a reader knows something about them? The number 8 fastback appears to be the most dedicated race car of the three, with a Thunderbolt-ish hood scoop and a mini windscreen in place of the windshield. The number 12 G.T. 350 is sponsored by Bay Area Auto Sales, but that's all we know.—**Rob Kinnan**





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